



To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 19 October 2021 at 2.00 pm

Council Chamber - County Hall, New Road, Oxford OX1 1ND

Please note that Council meetings are currently taking place in-person (not virtually) with Covid precautions at the venue. Meetings will continue to be live-streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid-19 infection.

If you wish to view proceedings, please click on this [Live Stream Link](#). However, that will not allow you to participate in the meeting.

If you still wish to attend this meeting in person, you must contact the Committee Officer by 9am four working days before the meeting and they will advise if you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

October 2021

Committee Officer: **Colm Ó Caomhánaigh**
Tel: 07393 001096; E-Mail:
colm.oocaomhanaigh@oxfordshire.gov.uk

Membership

Councillors

Liz Leffman	Leader of the Council
Liz Brighthouse OBE	Deputy Leader of the Council
Glynis Phillips	Cabinet Member for Corporate Services
Neil Fawcett	Cabinet Member for Community Services & Safety
Dr Pete Sudbury	Cabinet Member for Climate Change Delivery &

Environment

Tim Bearder	Cabinet Member for Highways Management
Duncan Enright	Cabinet Member for Travel & Development Strategy
Calum Miller	Cabinet Member for Finance
Jenny Hannaby	Cabinet Member for Adult Social Care
Mark Lygo	Cabinet Member for Public Health & Equality

The Agenda is attached. Decisions taken at the meeting will become effective at the end of the working day on Wednesday 27 October 2021 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of this Notice, Agenda and supporting papers are circulated to all Members of the County Council.

Date of next meeting: 16 November 2021

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *"You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself"* or *"You must not place yourself in situations where your honesty and integrity may be questioned....."*

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:

Employment (includes *"any employment, office, trade, profession or vocation carried on for profit or gain"*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members' conduct guidelines. <http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Glenn Watson on **07776 997946** or glenn.watson@oxfordshire.gov.uk for a hard copy of the document.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

AGENDA

1. Apologies for Absence

2. Declarations of Interest

- guidance note opposite

3. Minutes (Pages 1 - 18)

To approve the minutes of the meeting held on 21 September 2021 (CA3) and to receive information arising from them.

4. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

5. Petitions and Public Address

This Cabinet meeting will be held virtually in order to conform with current guidelines regarding social distancing. Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Wednesday 13 October 2021. Requests to speak should be sent to colm.ocaomhanaigh@oxfordshire.gov.uk together with a written statement of your presentation to ensure that if the technology fails then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting.

Where a meeting is held virtually and the addressee is unable to participate virtually their written submission will be accepted.

Written submissions should be no longer than 1 A4 sheet.

6. Business Management & Monitoring Report - August 2021 (Pages 19 - 106)

Cabinet Member: Cabinet Member for Finance

Forward Plan Ref: 2021/079

Contact: Louise Tustian, Head of Insight & Corporate Programmes Tel: 07741 607452/
Kathy Wilcox, Head of Financial Strategy Tel: 07788 302163

Report by Corporate Director Customers & Organisational Development and Director of Finance (**CA6**).

This report sets out Oxfordshire County Council's (OCC's) progress towards Corporate Plan priorities for 2021/22 – August 2021. This Cabinet report will concentrate on the latest performance and risk position (August 21).

Cabinet is RECOMMENDED

- a) **To note August business management and monitoring report.**
- b) **To approve the virement set out in Annex C -2b;**
- c) **To approve the transfer of the Tax Income Guarantee Scheme grant to the Business Rates Reserve as set out in Annex C paragraph 77**

7. Capital Programme Monitoring Report - August 2021 (Pages 107 - 122)

Cabinet Member: Finance

Forward Plan Ref: 2021/078

Contact: Kathy Wilcox, Head of Financial Strategy Tel: 07788 302163

Report by Director of Finance (**CA7**).

This report is the second monitoring report and Capital Programme update for 2021/22. Cabinet considered the first monitoring report for 2021/22 at its meeting on 20 July 2021. This update sets out the monitoring position based on activity to the end of August 2021. It also provides an update to the Capital Programme overview approved by Council in July 2021 taking into account additional funding and new schemes.

The Cabinet is RECOMMENDED to:

- a) **Agree that the following scheme should be added to the capital programme:**
 - **a provisional budget allocation of £1.2m towards a new Free School in Faringdon for pupils with Special Educational Needs and Disabilities (SEND).**
- b) **Approve the updated Capital Programme at Annex 2.**

8. Budget & Business Planning Report - 2022/23 - October 2021 (Pages 123 - 156)

Cabinet Member: Finance

Forward Plan Ref: 2021/047

Contact: Kathy Wilcox, Head of Financial Strategy Tel: 07788 302163

Report by Director of Finance (**CA8**).

This report is the first in the series on the budget and business planning process for the forthcoming year and forms context and background information ahead of and part of the process which will culminate in Council setting a budget for 2022/23; a medium-term financial strategy to 2025/26 and capital programme to 2031/32 in February 2022.

The Cabinet is RECOMMENDED to:

- a) Endorse the report;**
- b) Approve the budget and business planning process for 2022/23; and**
- c) Approve a four-year period for the medium-term financial strategy to 2025/26 and ten-year period for the capital programme to 2031/32.**

9. Oxfordshire's Homelessness and Rough Sleeping Strategy (Pages 157 - 192)

Cabinet Member: Adult Social Care

Forward Plan Ref: 2021/157

Contact: Marie Cacace, Commissioning Manager, Housing and Homelessness Tel: 07765 197952

Report by Interim Assistant Director Housing and Social Care Commissioning (**CA9**).

To seek approval of the final version of Oxfordshire's Homelessness Strategy which, has been out for public consultation and amended as a result of the public's feedback.

Cabinet is RECOMMENDED to agree Oxfordshire's draft homelessness and rough sleeping strategy 2021-2026 (annex 1).

10. Local Transport and Connectivity Plan (LTCP) (Pages 193 - 368)

Cabinet Member: Highway Management and Travel & Development Strategy

Forward Plan Ref: 2021/101

Contact: Melissa Goodacre, Infrastructure Strategy Team Leader Tel: 07825 314780/Joseph Kay, Strategic Transport Lead Tel: 07827 979234

Report by Corporate Director for Environment & Place (**CA10**).

To seek agreement of the LTCP document and supporting strategies for public consultation.

*** The draft Plan (Annex 1) is included in this agenda pack. The other documents (Annexes 2-7) are published separately as Supplementary Documents due to their size and number. ***

Cabinet is RECOMMENDED to

- a) **endorse the content of the LTCP document, and the supporting strategies as the basis for public consultation, commencing in November 2021 for a period of 6 weeks, and**
- b) **delegate the decision on the final LTCP document, including graphical format to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Highways Management and Cabinet Member for Travel and Development Strategy.**

11. National Bus Strategy - Proposal for an Oxfordshire Bus Improvement Plan (Pages 369 - 414)

Cabinet Member: Highway Management

Forward Plan Ref: 2021/072

Contact: John Disley, Infrastructure Strategy & Policy Manager Tel: 07767 006742

Report by Corporate Director – Environment & Place (**CA11**).

This report updates Cabinet on the Bus Service Improvement Plan (BSIP) being prepared for submission to Cabinet at the end of October.

Cabinet Members are RECOMMENDED to

- a) **Approve the Bus Service Improvement Plan, including the bidding list of schemes and other interventions proposed for inclusion in the document, to be submitted to Government by the end of October 2021, subject to further refinement before submission.**
- b) **Support the increased priority and investment to promote buses and the need for much closer joint working required in the forthcoming Enhanced Partnership, recognising the requirements for increased Council staffing and budget to support this area.**
- c) **Delegate authority to the Corporate Director Environment and Place to make any necessary changes to the Bus Service Improvement Plan in consultation with the Cabinet Member for Highways Management and the Cabinet Member for Travel and Development Strategy.**

12. Countywide 20mph Policy and New Approach (Pages 415 - 428)

Cabinet Member: Highway Management

Forward Plan Ref: 2021/135

Contact: Paul Fermer, Assistant Director Community Operations Tel: 07825 273984

Report by Corporate Director Environment & Place (**CA12**).

This paper requests Cabinet approval of a new countywide 20mph speed restriction approach in areas that have traditionally mainly been 30mph limits. To accommodate this change there is a requirement for a new 20mph speed policy and the development of a new procedure to aid their implementation.

The Cabinet is RECOMMENDED to

- a) **approve the update of the County Council's Speed Limit Policy statement as attached at ANNEX A.**
- b) **approve the criteria for consideration of 20mph at ANNEX B and the Funding Prioritisation Framework at ANNEX C to manage funding requests and the overall programme.**
- a) **endorse the proposed approach to implementing 20mph speed restrictions across Oxfordshire which better reflects local requirements and aspirations.**

13. Review of the Oxfordshire Minerals & Waste Local Plan Part 1 - Core Strategy (Pages 429 - 462)

Cabinet Member: Climate Change Delivery & Environment

Forward Plan Ref: 2021/083

Contact: Kevin Broughton, MWLP Manager Tel: 07979 704458

Report by Corporate Director Environment & Place (**CA13**).

The County Council is responsible for preparing the Minerals and Waste Local Plan. This will guide all future Minerals and Waste development across the County to 2031. This report relates to Part 1 of 2: the Core Strategy.

The Cabinet is RECOMMENDED to endorse the proposed progression of the Minerals and Waste Local Plan and to delegate to the Corporate Director, Environment and Place, in consultation with the Cabinet Member for Climate Change Delivery and Environment, the final production of consultation documents relating to the Core Strategy review.

14. Minerals & Waste Development Scheme (Pages 463 - 492)

Cabinet Member: Climate Change Delivery & Environment

Forward Plan Ref: 2021/154

Contact: Charlotte Simms, MWLP Principal Planner Tel: 07741 607726

Report by Corporate Director Environment & Place (**CA14**).

To seek approval of the Minerals and Waste Development Scheme, which the County Council must prepare and maintain, setting out the Council's programme for preparing the Minerals and Waste Local Plan.

The Cabinet is RECOMMENDED to:

- a) **Approve the Oxfordshire Minerals and Waste Development Scheme (Twelfth Revision) October 2021 at Annex 1, in order to have effect from 1st November 2021.**
- b) **Delegate any final detailed amendment and editing to the Corporate Director Environment and Place, in consultation with the Cabinet Member for Climate Change and Environment.**

15. Delegated Powers - August 2021 (Pages 493 - 494)

Cabinet Member: Leader

Forward Plan Ref: 2021/080

Contact: Colm Ó Caomhánaigh, Committee Officer Tel: 07393 001096

Report by Director of Law & Governance (**CA15**).

To report on a quarterly basis any executive decisions taken under the specific powers and functions delegated under the terms of Part 7.1 (Scheme of Delegation to Officers) of the Council's Constitution – Paragraph 6.3(c)(i). It is not for Scrutiny call-in.

Cabinet is RECOMMENDED to note the executive decisions taken under delegated powers, set out in paragraph 4.

16. Forward Plan and Future Business (Pages 495 - 500)

Cabinet Member: All

Contact Officer: Alison Bartlett, Democratic Support Officer Tel: 07741 607515

The Cabinet Procedure Rules provide that the business of each meeting at the Cabinet is to include "updating of the Forward Plan and proposals for business to be conducted at the following meeting". Items from the Forward Plan for the immediately forthcoming meetings of the Cabinet appear in the Schedule at **CA**. This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.

The Schedule is for noting, but Cabinet Members may also wish to take this opportunity to identify any further changes they would wish to be incorporated in the next Forward Plan update.

The Cabinet is RECOMMENDED to note the items currently identified for forthcoming meetings.

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CABINET

MINUTES of the meeting held on Tuesday, 21 September 2021 commencing at 2.00 pm and finishing at 4.20 pm.

Present:

Voting Members: Councillor Liz Leffman – in the Chair
Councillor Liz Brighthouse OBE (Deputy Chair)
Councillor Glynis Phillips
Councillor Neil Fawcett
Councillor Dr Pete Sudbury
Councillor Tim Bearder
Councillor Duncan Enright
Councillor Calum Miller
Councillor Jenny Hannaby
Councillor Mark Lygo

Other Members in

Attendance: Councillors Brad Baines, David Bartholomew, Donna Ford, Andrew Gant, Kieron Mallon, Freddie Van Mierlo, Jane Murphy

Officers:

Whole of meeting Yvonne Rees (Chief Executive); Kevin Gordon, Corporate Director for Children's Services; Steve Jorden, Corporate Director for Commercial Development, Assets and Investment; Claire Taylor, Corporate Director for Customers and Organisational Development; Lorna Baxter, Director for Finance; Anita Bradley, Director of Law & Governance; Rob MacDougall, Director for Community Safety; Colm Ó Caomhánaigh, Committee Secretary

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.

80/21 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

There were no apologies for absence.

81/21 DECLARATIONS OF INTEREST

(Agenda Item. 2)

Councillor Mark Lygo declared, in relation to Item 10 Voluntary Sector Infrastructure Contract, that as Lord Mayor of Oxford he had a non-pecuniary interest in three charities: Wood Farm Youth Centre, Oxfordshire Mind and Ark-T.

82/21 MINUTES

(Agenda Item. 3)

The minutes of the meeting held on 20 July 2021 were approved and signed, with the addition of Councillor David Bartholomew to the list of other councillors attending.

The minutes of the resumed meeting held on 30 July 2021 were approved and signed.

83/21 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

The questions received from County Councillors and responses are set out in an Annex to these Minutes.

84/21 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The following requests to address the meeting had been agreed by the Chair:

Item 6 – Business Management and Monitoring Report:
Councillor David Bartholomew

Item 11 – Oxfordshire Street Design Guide:
Graham Smith, Cyclox
Robin Tucker, Co-Chair of CoHSAT, the Coalition for Healthy Streets and Active Travel
Councillor Brad Baines
Councillor Andrew Gant

Item 13 – Watlington Relief Road:
Gill Bindoff, chair of the Watlington Neighbourhood Plan Advisory Board
Matt Reid, Chairman of Watlington Parish Council
Robert Parker, Shirburn Parish Meeting
Councillor Freddie van Mierlo

85/21 BUSINESS MANAGEMENT & MONITORING REPORT - JULY 2021

(Agenda Item. 6)

Cabinet considered a report setting out Oxfordshire County Council's (OCC's) progress towards the Corporate Plan priorities for 2021/22 – July 2021.

Councillor David Bartholomew, Shadow Cabinet Member for Finance, noted that of the planned directorate savings for this year 24% were rated Amber and 1% Red. He expected that the Cabinet Member for Finance would keep a close eye on those.

Councillor Bartholomew drew attention to an error in the table on Agenda Page 72. The variation on Children's Services should have been 0.7m, not zero.

Councillor Bartholomew asked the Cabinet Member for Finance to explain how a budget of £0.1m on Growth and Economy could become an estimated spend of £1m. He also asked if the Corporate Contingency Budget would be able to accommodate the recent increases in inflation since the report was written.

Councillor Calum Miller, Cabinet Member for Finance, responded that the overspend of £1m was due to unanticipated consultancy costs related to the large number of infrastructure and other projects inherited from the previous administration. He had also recently commissioned advice on inflationary pressures and looked forward to the efforts of national government to tackle these pressures.

Councillor Miller noted that the two biggest pressures were currently in children's services and construction. However, there was adequate space in the balances to accommodate any potential pressures in the course of the year.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy confirmed that the risks surrounding construction, resources and skills shortages were being monitored closely.

Councillor Liz Brighthouse, Cabinet Member for Children, Education and Young People's Services, in relation to High Needs Block Funding, reported that proposals were being developed for consultation that would help the most vulnerable young people. The long-promised review by central government had been put back to Spring 2022 at the earliest.

Councillor Brighthouse noted that, although the new Family Safeguarding service had helped, the number of referrals to the Multi-Agency Safeguarding Hub (MASH) had increased by 66% since pre-pandemic. The skills and knowledge were there to tackle the challenges but what was needed was central government funding.

RESOLVED:

- a) **To note July business management and monitoring report.**
- b) **To approve virements set out in Annex 2b which include transferring £1m from the Covid-19 reserve to fund relevant expenditure within the directorates as set out in Annex C paragraph 72;**
- c) **To approve the revised Music Service fees and charges as set out in Annex C paragraph 85 and Annex C-5.**

86/21 WORKFORCE REPORT AND STAFFING DATA - QUARTER 1 - APRIL - JULY 2021

(Agenda Item. 7)

Cabinet had before it for noting the quarterly staffing report providing details of key people numbers and analysis of the main changes since the previous report.

Councillor Glynis Phillips, Cabinet Member for Corporate Services, introduced the report. While many staff continued to work primarily from home following government advice, Councillor Phillips wished to recognise that teachers, teaching assistants, catering staff, social care staff and many others continue to support residents in very challenging circumstances.

The report updated on progress with Mentoring and the Reverse Mentoring Programme: Mentoring for Diversity. There will be a review in October and the intention was to roll out a further programme into 2022. A new position of Apprenticeships Manager was recruited on 1 July and increases in the number of enrolments was expected.

Councillor Phillips also pointed to the Lone Worker Mobile Technology as a good example of how technology helps to keep staff safer.

The Chair expressed the thanks of Council to all the staff who had worked through difficult circumstances for the previous 18 months and continue to provide services to residents.

Councillor Calum Miller noted the decrease in spend on agency staff and hoped that this trend would continue.

Councillor Duncan Enright noted the use of exit questionnaires and asked if an entry questionnaire might be considered to find out why people join the Council workforce. Councillor Phillips responded that she would raise that with HR.

RESOLVED to note the report.

87/21 OXFORDSHIRE PLAN 2050 REG 18 (STAGE 2) CONSULTATION RESPONSE

(Agenda Item. 8)

Cabinet was asked to consider a draft OCC response to the Oxfordshire Plan Regulation 18 (Stage 2) consultation and suggest changes to be made to the response as necessary.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, gave the background to the report and outlined some of the main points of the Council's draft submission which included:

- Risk-based zoning of development with rigorous enforcement, including an absolute ban on building on flood plains.
- The approach to zero carbon must not have a disproportionate impact on rural or deprived areas.

- Securing 20 minutes neighbourhoods where residents' everyday needs can be met within a short walk or cycle ride.
- Making sports fields and halls available to the local community.

Councillor Enright urged everyone to make their own submission to the consultation. He thanked officers for all of the work that went into drafting the submission.

Other Cabinet Members made the following comments:

- There was nothing about digital infrastructure (Agenda Page 306) which was a key omission given its importance and that Oxfordshire was ahead of the curve on fibre broadband for example.
- There was a real opportunity to build a society that was resilient to anything that nature could throw at it.
- There were three scenarios given in the Plan for expected housing growth but should there be a further scenario which would take into account the pattern of growth we would envisage?

Councillor Enright responded that better information will be available at each stage and a decision on the level of growth is expected by December this year.

The Chair noted that no changes had been proposed to the draft. She proposed that the submission be agreed as drafted.

RESOLVED: to agree the draft OCC response to the Oxfordshire Plan Regulation 18 (Stage 2) consultation.

88/21 COMMUNITY RISK MANAGEMENT PLAN (CRMP) 2022-2026 - PUBLIC CONSULTATION
(Agenda Item. 9)

Cabinet had before it the draft Community Risk Management Plan for 2022-26 to approve to go out to consultation.

Councillor Neil Fawcett thanked officers for producing the draft in a shorter timescale than initially envisaged due to the timing of the next inspection. The plan was mostly about the assessment of risk and the response to that.

The consultation process with staff was exemplary with significant participation. The service itself had a good track record of long-term prevention policies.

It was hoped that this new plan will be more accessible and will receive greater feedback than before.

Councillor Duncan Enright asked why there was not more in the plan on response to extreme weather events. Councillor Fawcett responded that the framework was set down by national government and it was partly dependent on what could be usefully monitored.

Cabinet Members expressed their pride in the service and appreciation of the wide range of services provided by the Fire and Rescue Service as well as their emergency response. The Chair asked the Chief Fire Officer to pass the comments on to his staff.

RESOLVED: to accept and adopt in the final version the Community Risk Management Plan 2022 - 2026, for public Consultation.

89/21 VOLUNTARY SECTOR INFRASTRUCTURE CONTRACT

(Agenda Item. 10)

Cabinet was asked to approve a grant agreement for a year in place of the current Voluntary Sector Infrastructure Contract, and the production of a wider Voluntary Sector Strategy across services.

Councillor Mark Lygo, Cabinet Member for Public Health and Equality, introduced the report. A Local Government Association (LGA) Peer Review in 2018 had noted that the contract was low for the investment needed in Oxfordshire. The Council has seen strengthened relationships with the sector over the last couple of years and wanted to build and maintain these.

In order to develop the strategy, it is recommended that the current VCS infrastructure contract be changed to a grant for one year (2022/23). Councillor Lygo confirmed that this would involve the same amount of money and does not create any additional budget pressures.

Cabinet Members stressed the importance of the voluntary sector in the County which is well organised and very extensive. In particular they played a crucial part in adult social care. It was suggested that Parish and Town Councils be involved in the review as they frequently received requests for funding from voluntary organisations.

Members also supported the timeline to complete the strategy by June 2022 which would give voluntary organisation time to input. There was also a suggestion to perform a gap analysis especially in areas of high deprivation.

Councillor Miller cautioned that the development of the strategy and the funding of the partner organisation should be two distinct processes.

Councillor Lygo thanked officers and voluntary organisations for their input. This was a working document. He welcomed the suggestions from other Cabinet Members and confirmed that it was a key part of the process to engage with all those involved.

RESOLVED to:

- a) Endorse the development of an organisational Voluntary and Community Sector (VCS) Strategy;**

- b) **Approve the recommendation of converting the current VCS infrastructure contract into a grant for the next year (2022/23) to enable the development of the VCS Strategy.**

90/21 OXFORDSHIRE STREET DESIGN GUIDE

(Agenda Item. 11)

Cabinet had before it for endorsement a Design Guide presenting how to prioritise active and healthy travel through street design in new developments, meeting carbon ambitions and established transport policy. Before considering the report, Cabinet heard from four speakers.

Graham Smith, Cyclox, Cycling UK, noted that the proposed guide replaced '*Oxfordshire Residential Roads Guidance*' which dated from before 2003 and so he guardedly welcomed its replacement. However, the new Guide should change car dependency and it did not.

The Guide needed teeth to instruct developers and must reflect the Duty of Care to all road users, in particular children and other vulnerable road users. The draft Guide was weak in these areas

If the journey leaving the housing area involved exiting along a road which had been widened for 'free-flowing' refuse vehicles, along an anti-social Distributor Road, travelling on fast and/or narrow 'higher 'level' roads and then negotiating high-speed roundabouts then that Duty will not be fulfilled.

Robin Tucker, Co-Chair, CoHSAT (Coalition for Healthy Streets and Active Travel) and Chair, Oxfordshire Cycling Network outlined three main concerns with the proposed guide. The Guide was worded so it will have no force with developers, it did not address connectivity of developments and it still did not deliver places for people.

He stated that there was nothing about a street's role in encouraging social activity or 20-minute neighbourhoods. Comparing this to other street design guides, there were very few people in the pictures. The only play spaces were a second function of SUDS and a manhole cover.

Despite these problems, he still urged Cabinet to approve the guide because it was an improvement on the previous guide based on 2003 practices. He also appealed to them to update the guide next year to promote people-friendly, not car-dependent homes.

Councillor Brad Baines stated that it was regrettable that the guide was not more progressive. Nonetheless he recommended adopting the guide as a massive improvement on its predecessor.

Given the climate crisis, Oxfordshire needed to lead the way on active travel. The guide should be more prescriptive and commit more firmly to LTN1/20 standards and 20-minute neighbourhood principles.

He regretted that there had not been a wider consultation on the guide which was almost entirely the work of the previous administration. He requested that the guide be put before the Place Overview and Scrutiny Committee in order to have a 'deep dive' before updating the guide for next year.

Councillor Andrew Gant, Cycling Champion for the County Council, described the proposed guide as one step in the journey. He endorsed everything that other speakers had already said. He acknowledged the very valuable work that voluntary organisations had contributed on this issue.

The guide needed to be more robust, saying 'must' not 'may'. It should be more explicit in providing more joined up active travel. Even some new developments were deficient in this and would need expensive retrofitting.

Councillor Gant asked for provision for the County's historic market towns. He also believed that the guide should refer to the quality of surface which can be an important element in whether somebody chooses to cycle or not.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, thanked officers for their work on the guide. Given the amount of new information coming forward all the time this was essentially a living document to be updated and published in iterations.

He would see scrutiny as the main channel for Member input but would also like to consult with the city and district councils who had their own guidance. He agreed with the comments that the guide needed to be more robust and provide better connectivity.

Councillor Enright also envisaged that the guide should address existing street and refitting where necessary, especially in the context of historic market towns. He proposed adopting this guide for now and committed to continuing the work to improve it.

Other Cabinet Members commented:

- Thinking was advancing all the time and the guide should have more emphasis on shared streets.
- Objectives needed to be clearer on weather events.
- Trees were also a vital part of climate infrastructure as well as being important for mental wellbeing.
- The guide needs to support the idea of children playing out more.

- With so many new homes planned over the next 10-15 years it was important to get the guidance right.
- Colleges had a large part to play in the city.
- The guide should make clear the minimum standards expected in order to give a clearer signal to developers.
- The consultation with disability groups was welcome and there was a need to get feedback from user groups as designs were implemented.

Councillors Miller and Fawcett asked if amendments could be made to make the wording stronger before the guide was adopted. Councillor Enright responded that he would be concerned about making changes that might require further consultation but he was happy to work with officers to see what could be done.

The Chair asked if Cabinet Members were content to adopt the recommendations on that understanding and with a commitment that the Place Overview and Scrutiny Committee will be involved in the next stage of development of the guide. Members agreed.

RESOLVED: to endorse the Oxfordshire Street Design Guide for adoption and thereafter publication of the guidance document.

91/21 ENGLAND'S ECONOMIC HEARTLAND (EEH) GOVERNANCE - ENDORSEMENT TO NEW FRAMEWORK

(Agenda Item. 12)

Cabinet had before it a new governance framework for England's Economic Heartland (EEH), the sub-national transport body for the area.

The Chair introduced the report. This regional transport body which includes Oxfordshire had produced a new governance framework that required OCC's endorsement. Given the key transport issues in the county, such as East-West Rail and the new Oxford railway station, the Council Leader believed that participation in this group was very important.

The Chair confirmed that the body did not have statutory powers and that the contribution 'in kind' referred to was, in reality, officer time for their participation in the process. She agreed to provide a briefing for Cabinet Members after each meeting of the body.

Cabinet Members made the following points:

- There was no scale of growth in the area mentioned and it was difficult to plan without an idea of that. The Council needed to make it clear that there were limits to Oxfordshire's participation.
- It was welcome that the body included Swindon which has a lot of issues in common with this County.
- Our participation might help advance some local proposals such as a railway station at Grove.

The Chair put the recommendations and proposed that Councillor Enright be the substitute as Cabinet Member for Travel and Development Strategy. This was agreed.

RESOLVED: to

- a) **Confirm that England's Economic Heartland (EEH), the sub-national transport body encompassing Oxfordshire, should be considered as a 'strategic' outside body as per the definitions set out in Table 1 below;**
- b) **Endorse the new full EEH governance framework as set out in Annex 1; and**
- c) **Confirm appointment of the leader of the Council to the new EEH Political Forum, proposed to be called the Strategic Transport Leadership Board.**

92/21 WATLINGTON RELIEF ROAD - PREFERRED OPTIONS AND IN PRINCIPLE USE OF STATUTORY POWERS

(Agenda Item. 13)

Cabinet considered a report seeking acceptance to continue with the design of the identified preferred option. Before discussing the item Cabinet heard from a number of speakers.

Gill Bindoff, Watlington Neighbourhood Plan Advisory Board, stated the proposed road provided the only viable option to solve the air quality problem in the town, to conserve the historic town centre and enhance the attractiveness of Watlington for the visitors who support the High Street shops and local businesses which are crucial to its economic sustainability.

In addition, the footpath/cycleway along the length of the Relief Road will make a very useful contribution to connecting the local network of public paths and will support the local strategy for improving opportunities for walking, cycling, health and wellbeing.

Housing development was already under construction so there should be a sense of urgency in making progress towards delivery. Gill Bindoff welcomed the opportunities which had already been provided for input but believed that there was scope for a more productive partnership in order to ensure the best outcome for Watlington and for the County.

Matt Reid sent a written contribution on behalf of both Watlington and Pyrton Parish Councils which was read to the meeting. Cabinet should be aware that the route laid out before them for adoption today represented a 'political compromise'. The arrival at a route that was acceptable to the majority of stakeholders had been facilitated largely by the AECOM phase one optioneering process.

Cabinet should be aware that the planning submissions currently being made to district along the course of this route were dangerously ahead of the planning submission for the road itself. Cabinet was urged to regain the

initiative and do all they can to make sure this project was fully resourced and given appropriate priority.

This was perhaps the first time that a community centric design that alleviated many of the concerns held by both communities had made it this far. Cabinet was urged to support the recommendations.

Robert Parker, Chairman, Shirburn Parish Meeting, stated that Shirburn was a listed and conservation village with a 13th century castle located between Watlington and the M40. The B4009 carried all the traffic from Watlington to the M40 passing through the centre of Shirburn. There had been no consideration or modelling of Shirburn of any kind during Stage 1. AECOM had indicated that they did not intend to include Shirburn in Stage 2. This despite the road carrying the same traffic as Watlington.

In summary the concerns relate to three areas: incorrect level of Stakeholder Engagement; the AECOM statement that a new road will not generate traffic and referencing the Corporate Policies and Priorities; and the outdated overall approach by AECOM of “Predict and Provide” against the more modern approach to transport planning of “Vision and Validate”.

Cabinet was urged not to approve the recommendation to proceed to Stage 2 until an updated review of Stage 1 has taken place.

Councillor Freddie van Mierlo supported the proposal. Watlington was a beautiful town with independent shops drawing business in from surrounding villages. However, choke points in the road through town caused dangerous levels of air pollution and it was difficult to be heard at times.

With more new homes planned it was set to get worse unless the relief road was provided. There had been many delays already and the compulsory purchase order provision was appropriate.

Councillor van Mierlo believed that the concerns of Shirburn residents could be mitigated and was in discussion with the Parish Meeting regarding suggestions such as putting in a chicane and noted that the relief road will have a speed limit of 30 mph with provision for active travel.

Councillor Tim Bearder, Cabinet Member for Highway Management, noted that the Growth Deal with the commitment to 100,000 new houses had put a lot of stress on Oxfordshire. He criticised the fact that Growth Deal funds could not be spent on active travel options because they did not release more housing potential. As a result communities were getting more roads which attract more traffic.

However, he supported this proposal in order to take traffic out of Watlington. He was pleased that the speed limit would be 30 mph and that active travel would be provided but that needed to be connected to the wider area.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, congratulated officers and the parish councils for the work done in getting agreement on the proposal. He regretted that Shirburn still had concerns but hoped that these could still be mitigated. He urged proceeding with speed and attention to the project given the new housing development.

Councillor Enright corrected the report where it stated that staff shortages led to a delay. In fact, it was the need for a compulsory purchase order as that had not been expected. He agreed to keep Cabinet informed should any risks emerge in the funding of the project.

Councillor Pete Sudbury noted that the latest policies were that new roads should have a 20 mph limit and only low-level lighting for pedestrians. He hoped that this would mitigate the impact. He noted the history of flooding in the area and asked that this be taken into account in the design of the road.

RESOLVED: to

- a) **Approve the revised alignment route (figure 1) and approve progression into Design and Procurement Stage 2 of the project.**
- b) **Approve in principle the use of The Oxfordshire County Council (Watlington Relief Road) Compulsory Purchase Order 202[x] in parallel with negotiations for private acquisition, with such powers of compulsory purchase used only as a matter of last resort. If Compulsory Purchase Order (CPO) is required to deliver the project, we will seek further approval, subject to the scheme meeting all CPO requirements and the paper will be brought back to Cabinet, once the necessary approval has been sought, including public engagement on preferred options and submission of a planning application for the scheme.**

93/21 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 14)

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.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, noted that the Local Transport Connectivity Plan should be listed as a joint responsibility between himself and the Cabinet Member for Highway Management.

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

.....in the Chair

Date of signing

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Responses
<p>1. COUNCILLOR MICHELE PAULE</p> <p>1. What monitoring is currently being carried out to assess the impact of the Temple Cowley and Florence Park Low Traffic Neighbourhood trial scheme on the city council wards of Littlemore, Rose Hill and Lye Valley, & what does this monitoring show to be the scheme's current impact on vehicle movements and air pollution in particular on Hollow Way, Church Cowley Road, Henley Avenue and Oxford Road Littlemore?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>1. The impacts of the Cowley LTNs are being monitored both within the LTNs and on impacted routes including those in and adjacent to Littlemore, Rose Hill, and Lye Valley. Monitoring for impacted areas and routes outside of the LTNs includes:</p> <ul style="list-style-type: none"> • Vehicle speed (source: Inrix telematics data) • Vehicle counts (source: OCC Automatic Traffic Counter Network and Vivacity Lab Object Identification Sensor Network) • Journey Time (source: Google API) • Air quality (source: Oxford city council diffusion tube AQ monitoring network note: this network has been extended to better monitor the LTNs with a further 18 diffusion tubes including a location on The Slade near Old Rd) • Public transport reliability (source: Bus Open Data Service (BODS)) • Emergency services delay (source: SCAS and Fire & Rescue) <p>These monitoring aspects and others will be analysed and</p>

Questions	Responses
<p>2. What criteria will be used to assess the success of the Florence Park and Temple Cowley LTNs? What factors will the cabinet member take into account when deciding whether to make the scheme permanent?</p>	<p>compiled into an evaluation report.</p> <p>2. The LTN has been implemented through an Experimental Traffic Regulation Order. The consultation for this is a live consultation and will close on 19th November 2021.</p> <p>The responses will be independently analysed by a third party and OCC officers will prepare a report for Cabinet Member Decision taking this and the monitoring evaluation report into account, making recommendations on whether to extend the trial, make amendments to the trial, implement it permanently or remove.</p>
<p>2. COUNCILLOR FREDDIE VAN MIERLO</p> <p>Will the cabinet resolve to give due attention in its response to the public consultation on Oxfordshire 2050 to:</p> <ul style="list-style-type: none"> • Provision of authorised sites for gypsies/travellers • Improving relations between settled and traveller communities, including when unauthorised encampments occur • Improvement of OCC run gypsy/traveller sites, including Middle Ground • Ensure the needs of the gypsy and traveller community are included in the outcomes of the 	<p>COUNCILLOR NEIL FAWCETT, CABINET MEMBER FOR COMMUNITY SERVICES AND SAFETY</p> <p>Provision of authorised sites for gypsies/travellers:</p> <ul style="list-style-type: none"> • A new Oxfordshire Gypsy and Traveller Accommodation Assessment is currently being undertaken with a draft report expected in November 2021. This will be fed into the Oxfordshire Plan 2050 as well as other relevant plans. <p>Improving relations between settled and traveller communities, including when unauthorised encampments occur:</p> <ul style="list-style-type: none"> • The OCC Gypsy and Travellers Service, when they become aware of any unauthorised encampments, will look to manage the situation with the interests of all

Questions	Responses
Oxfordshire 2050 consultation	<p>parties in mind as per the Council's policy and procedure for unauthorised encampments (<u>Gypsies and Travellers Oxfordshire County Council</u>)</p> <p>Improvement of OCC run gypsy/traveller sites, including Middle Ground</p> <ul style="list-style-type: none"> The Council has reviewed the traveller sites that it owns and is currently assessing the options available to ensure these sites meet acceptable standards. <p>Ensure the needs of the gypsy and traveller community are included in the outcomes of the Oxfordshire 2050</p> <ul style="list-style-type: none"> This will be reviewed once the Gypsy and Traveller Accommodation Assessment has been completed.
<p>3. COUNCILLOR DAVID BARTHOLOMEW</p> <p>Sonning Common Parish Council responded with enthusiasm to your call for interest groups to work with Oxfordshire County Council on 'Active Travel'. I forwarded their letter to me, on to you, with a cc to Cllr Enright, on 6th September with a request asking for officer contact details in order to progress the matter. At the time of writing (16th September), ten days have passed and the parish council and I are very disappointed not to have received an answer to this simple request. Please provide the information</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>I am sorry that I did not reply to your original email asking where the residents of the Sonning Common should direct their enquiries. I have been extremely busy as Cabinet Member and having served as a Cabinet Member yourself I thought you would understand that.</p> <p>But I have now had a chance to read the letter you forwarded, and I was much encouraged to read the comments of the Village Centre and Environment Committee and</p>

Questions	Responses
<p>required and clarify why I had to resort to a written question to Cabinet to get it.</p>	<p>impressed by how committed they are to improving biodiversity and encouraging active travel in Sonning Common.</p> <p>Their commitment is all the more admirable when you consider that on the 6th of September in piece titled; Priorities are wrong (again) in the letters pages of the Henley Standard, you commented on the 'grandiose pronouncements' by the new leader and deputy leader of Oxfordshire County Council.</p> <p>While we outlined our commitment to tackle the climate emergency, you said: "I have previously written about how the Liberal Democrat/Green administration at South Oxfordshire District Council has taken its eye off the ball and spent too much time with its head in the clouds debating worthy matters beyond its remit. Sadly, the LibDem/Green/Labour administration at the county council seems to be going the same way.</p> <p>"As with the district council, I have concerns that many of the county council's new objectives, while laudable, are mainly national issues way beyond the council's remit and it can have minimal impact upon them, despite allocating much time, money (your council tax) and resources towards these ends."</p> <p>I disagree with you Cllr Bartholomew. I believe that tackling</p>

Questions	Responses
<p>Supplementary I understand that the Cabinet Member is very busy, having three council roles. Has he considered taking some time management training in order to answer emails more promptly?</p>	<p>climate change and enhancing active travel is something we all must work on together and I would be delighted to meet with the Parish to develop their plans further. But in the first instance, and to get the ball rolling could you ask them to direct their correspondence to</p> <p>Joe Kay (joseph.kay@oxfordshire.gov.uk) Strategic Transport Lead Infrastructure Strategy Team Environment and Place Oxfordshire County Council 07827979234</p> <p>Please also include: Activetravel@oxfordshire.gov.uk</p> <p>Response No</p>

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BUSINESS MANAGEMENT AND MONITORING REPORT

August 2021

Report by Corporate Director for Customers and Organisational Development
and Director of Finance

RECOMMENDATIONS

- a) To note August business management and monitoring report.
- b) To approve the virement set out in Annex C-2b;
- c) To approve the transfer of the Tax Income Guarantee Scheme grant to the Business Rates Reserve as set out in Annex C paragraph 77

Executive Summary

1. This report sets out Oxfordshire County Council's (OCC's) progress towards Corporate Plan priorities for 2021/22 – August 2021. This Cabinet report will concentrate on the latest performance and risk position (August 21).

Introduction

2. The Council recognises the importance of timely, accurate and accessible performance and budget management information as part of its commitment to both transparency and demonstrating efficiency and effectiveness.
3. These monthly business management reports are part of a suite of performance, leadership risk and budget documents which set out our ambitions, priorities and financial performance. The Corporate Plan sets out the Council's ambitions for the next two years, under our vision for Thriving Communities. It also shows our priority activities for the current business year.
4. Our Corporate Plan, Medium Term Financial Plan, Outcomes Framework and previous business management reports, can be found on the Council's website.¹
5. This report summarises performance and risk within these Business Management & Monitoring Reports. Further information is provided in three annexes:
 - a. Annex A: Performance August 21
 - b. Annex B: Leadership Risk Register August 21
 - c. Annex C: Finance August 21

¹ Corporate Plan and Medium Term Financial Plan: <https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/CorporatePlan2020.pdf>
Outcomes Framework and previous reports: <https://www.oxfordshire.gov.uk/council/about-your-council/plans-performance-and-policies/performance-reports>

Progress towards delivery of Oxfordshire County Council's Corporate Plan

6. Oxfordshire County Council's vision for Oxfordshire has six priorities which show our ambitions for the county. Our Corporate Plan specifies outcomes which describe the changes we expect to see as a result of the Council's actions. Performance indicators show the extent to which those outcomes are being achieved, and in turn measures and targets show progress towards the indicators. Collectively, this arrangement is called the Outcomes Framework.
7. This year's Outcomes Framework includes 6 outcomes, 26 Indicators (1 Annual, 4 Quarterly and 22 Monthly) and 98 measures (1 Annual, 12 Quarterly, 85 reported Monthly).
8. Every reporting period, the indicators are given a Red, Amber or Green (RAG) rating in these reports, signifying whether or not progress is on track. In deciding RAG ratings, we consider data on current performance and an assessment of progress.
9. Each month we use snapshot tables to indicate the main areas of change since the previous report. The report therefore shows that at end of August 2021 the 22 monthly indicators were rated as follows:

RAG	August	August %	YTD	YTD %
Green	10	46%	12	54%
Amber	6	27%	5	23%
Red	6	27%	5	23%

Indicator "OCC19 Children are supported to attend school" is being monitored over the Autumn Term starting in September. At present this indicator is not recorded, but frequency and target will be confirmed in January 2022.

10. The information below provides a snapshot of progress towards Corporate Plan outcomes during August 2021 (latest data and Year to Date position), including some of our performance highlights. A full account of progress towards our Corporate Plan priorities is at Annex A.

We listen to our diverse residents to ensure that we can continuously improve our services

Performance highlights

- During August 4,918 contacts into our Customer Service Centre were recorded from all channels, of which, 4,318 contacts (88%) were resolved at first point of contact.
- FixMyStreet interface is at communicating to the public what we will and won't fix in line with our Highways Maintenance Policy. Total public enquiries recorded on FixMyStreet in relation to pothole and other carriageway issues in August was 635. 56% are made up of:
 - 182 (29%) now repaired

- 167 (26%) don't warrant immediate action but have been placed onto our longer-term planning programme (Dragon, Drainage, resurfacing programmes)
- 9 (1%) waiting for Milestone to repair

Areas for improvement

- Three additional foster carers have been approved in August there is 2 left to obtain. The net increase in the month is 1 and so far, this year is 7. This remains below the expected position for the year to date. It remains difficult to attract new carers despite a raft of advertising and media coverage and their remains a significant risk to the year-end forecast which is amber

The below table illustrates the summary of performance for the indicators under the priority – **We listen to our diverse residents to ensure that we can continuously improve our services**

PERFORMANCE SUMMARY			
OUTCOMES	INDICATORS	August RAG	Change since July
Our services improve	1. Improvement Following Auditor Inspection	Green	No Change
	2. Listening to residents	Green	No Change
We deliver value for money	3. The Council is financially resilient	Green	No change
	4. Effective financial management and governance	Amber	No change

We tackle inequality, help people live safe & healthy lives & enable everyone to play an active part in their community

Performance highlights

- Fire services across Britain could see a technological revolution in the coming years involving the launch into service of fire engines powered by hydrogen thanks to the start of a new research project. The project will see a hydrogen fuel engineering firm called ULEMCo partner with Oxfordshire County Council's Fire and Rescue Service to deliver the project; funding for this has been secured from Innovate UK under the Transition to Zero Emission project.
- People in Oxfordshire who donated items to help those currently being evacuated from Afghanistan are being thanked for their warm-hearted reaction to the situation. The generosity of Oxfordshire people to date means that no further donations are needed just now. Some of the items donated have already been distributed and gratefully received by arrivals at RAF Brize Norton from Afghanistan over recent days.

Areas for improvement

- In August 75.59% of emergency call attendance were made within 11 minutes and 87.98% were made in 14 minutes. The underperformance against set targets is due to the broadening of scope for this measure to encompass the full range of incidents we attend; we continue to investigate where we don't achieve the response standard to understand how we can improve. Our August response standards are reflective of our usual performance and there have been no fluctuations or outliers. 11 mins standard for the year is 76% and 14 mins is 88%. Of the 549 emergency incidents attended within Oxfordshire in August 66 were over our 14 minute response time and 68 were over 11 minutes and under 14 minutes. We are investigating those incidents to understand if they were in an area that could have been reached within the response time standard.

The below table illustrates the summary of performance for the indicators under the priority – **We tackle inequality, help people live safe & healthy lives & enable everyone to play an active part in their community.**

PERFORMANCE SUMMARY			
OUTCOMES	INDICATORS	August RAG	Change since July
People are helped to live safe and healthy lives	5. Numbers of people helped to live safe and healthy lives	Red	Amber
	6. Timeliness of emergency response	Red	No Change

We provide services that enhance quality of life and we take action to reduce the impact of climate change & protect the local environment

Performance highlights

- A new fleet of fully electric buses could be coming to Oxford after Oxfordshire County Council's proposals made the final shortlist in a government scheme. It would mean that up to 166 brand new electric buses could be introduced. If Oxford is successful in winning the requested funding, the electric buses would operate in an area stretching from Kidlington in the north to Sandford in the south, and from Cumnor in the west to Wheatley in the east. More than £78 million could be invested in the local public transport network should the bid for funding make it through the final round of the government's Zero Emission Bus Regional Areas (ZEBRA) scheme.
- In August, the History Service visitor numbers are 16% higher than predicted; seating capacity is still limited, but pre- booking, now, is not essential. Museums' visitors are up 17%, on forecast, but only 61% of the average set three years prior to COVID-19. Victoria County History had no physical talks, this month (as predicted) ; some talks are provisionally booked for autumn and spring.

Areas for improvement

- In August, 15 Kilometres of highway was resurfaced against the 18Km target. The annual plan target for 2021 total surfacing programme has been calculated as 3% of the network (excluding patching). As of 31st August, 2.59% of the network has been resurfaced (cumulative rate) and is on track against the target of 3%.
- In August 2021 a further 454 LED lanterns were installed (as per the programme), raising the total number of assets now fitted with LED lanterns to 21,253. This means that 35.6% of the streetlights within the County are now fitted with efficient LED equipment. The target for the end of August was for 510 of the streetlights to have been converted. This means the number required to be converted for the year is 13,327. In year progress of 1783 lanterns installed leaves 11,544 still to be carried out to meet the annual target. The remaining 11,544 lanterns are programmed in for delivery before March 22 at which point the 55% target will have been met.

The below table illustrates the summary of performance for the indicators under the priority – **We provide services that enhance quality of life and we take action to reduce the impact of climate change & protect the local environment.**

PERFORMANCE SUMMARY			
OUTCOMES	INDICATORS	August RAG	Change since July
Our quality of life in Oxfordshire is enhanced	8. Condition of highways	Amber	No Change
	9. Participation in cultural services	Green	No Change
Our local environment is protected, and climate change is tackled	10. Reduction in carbon equivalent emissions from OCC's activities	Amber	Green
	11. Reduced carbon impact of our transport network	Green	No Change
	12. Air quality	Green	No change
	13. Household waste re-used, recycled or composted	Red	No change

We strive to give every child a good start in life and protect everyone from neglect

Performance highlights

- Despite the increase in contacts coming into the Multi-Agency Safeguarding Hub (MASH), entrants to the social care system are not growing as the family solutions plus model starts to take hold. The teams have adult facing practitioners who are working with parents to help address their needs, this includes supporting around 200 parents on substance misuse programmes, over 100 parents on domestic abuse programmes and close to 100 parents in mental health programmes. This means that children can continue to be

cared for in their own homes and that fewer need higher levels of social care intervention.

- We remain challenged overall by recruitment and retention. We have put a lot of work into recruiting new staff and have 15 newly qualified social workers starting with us in September.
- During the summer holidays a variety of activities and food programmes were available across Oxfordshire for children and young people, thanks to the county's £400,000 investment in the scheme. Activities include life skills and health care initiatives for children aged 5 to 16 years, such as swimming lessons, bike riding, creative arts and education around nutrition and cookery. Thirty thousand planned places were made available over the summer period for children aged 5-16 years eligible for free school meals. Organisations supporting the holiday activities programme included:
 - Oxford Hub – Blackbird Leys
 - Wilderness Pioneers – Oxford
 - Ignite Sport – Oxford, Farringdon, and Witney
 - Elite Sport – Didcot
 - Active Leaders – Sonning Common
 - Chinnor Rugby FC
 - Leys CDI – Oxford
 - GLL Leisure Centres

Areas for improvement

- Last year saw a 35% rise in contacts into the MASH, mitigated by the council funding 7 additional staff from COVID-19 funds. This year has seen an additional 20% growth in demand. The number of cared for children remains above target with fewer children leaving the care system. This increases the pressure on placements and means there are fewer placements for children entering the care system and moving within it. We would have expected around 145 children to have left the cared for system this year, but so far only 109 have left. High caseloads mean workers have less time to work with individual families.
- We are experiencing difficulties in securing placements for cared for children. The need to put in place temporary arrangements is putting additional pressure on our workforce
- Increasing workload is affecting retention. This is exacerbated by a national shortage of qualified and experienced social workers in child in need/protection teams and in educational psychologists. We are seeing high levels of turnover in key posts, such as social workers and Special Educational Needs officers, with people moving to other authorities. This leaves a high level of vacancies in some teams.
- Timeliness of Education, Health and Care Plans is below target and has been falling since October last year. This is being driven by increased demand for Statutory Assessment. The impact of the increased demand is not only felt within the Special Education Needs Casework team, but across all teams who help complete the assessment and who similarly do not have capacity within their services to meet this demand for statutory assessment.

The below table illustrates the summary of performance for the indicators under the priority - **We strive to give every child a good start in life and protect everyone from neglect.**

PERFORMANCE SUMMARY			
OUTCOMES	INDICATORS	August RAG	Change since July
	15. We provide help early on so children are less likely to be in need	Red	No Change
	16. Number of looked after children	Amber	No Change
	17. Number of child protection plans	Amber	Green
	18. Timeliness completing Education, Health & Care Plans	Red	No Change

Indicator “OCC19 Children are supported to attend school” is being monitored over the Autumn Term starting in September. At present this indicator is not recorded, but frequency and target will be confirmed in January 2022.

We enable older and disabled people to live independently and care for those in greatest need

Performance highlights

- We continue to transform adult social care, moving to a more community focused preventative way of working. Live Well Oxfordshire is our website with over 1600 services and is the place for residents and professionals to go for intuitive, user friendly information. This helps provide people with the ability to support themselves through personal, local and system assets. We are working and learning together so organisational barriers do not get in the way this is helping us reduce the number of people waiting for social care. The number of people waiting for an assessment is currently 1522, over 200 fewer than the start of the year.
- There is an ambitious system-wide focus on preventing homelessness. A new countywide Homeless Strategy has been signed up to by all Oxfordshire Local Authorities and Health partners with investment of £3.8m with more services being jointly commissioned. The new services will be going live in April 2022

Areas for improvement

- Demand across the health and social care system continues to rise. We continue to plan for winter and ensuring that we can help patients return home from hospital as soon as possible. Between April and August, we assessed 1313 people in hospital, a 13% increase on the same period last year and 30% more than 2 years ago.
The below table illustrates the summary of performance for the indicators under the priority - **We enable older and disabled people to live independently and care for those in greatest need**

PERFORMANCE SUMMARY			
OUTCOMES	INDICATORS	August RAG	Change since July
Care services support independent living	20. Number of people with control over their care	Green	No Change
	21. People needing social care are supported to stay in their own home	Green	No Change

We support a thriving & inclusive local economy that recovers strongly from the COVID crisis

Performance highlights

- The Trading Standards team have been involved in several cases of illegal tobacco resulting in successful court cases. They've also continued their work around age restricted products providing advice to businesses around sales of knives working with Thames Valley Police. 100% of building regulations consultations received have been responded to by the Fire Safety team within the statutory 15 days
- Participation in innovation funding bids or new projects in support of Living Oxfordshire, has resulted in the involvement on three new projects this month. Creation of a map detailing Energy Sector activities across the Oxford Cambridge Arc region - subcontracted through Living Oxfordshire. Also, the successful bid for E Cargo Bikes in Oxford, expansion of Pedal & Post ECargo bike fleet and creation of ECargo bike leasing scheme in Oxford. The creation of a Partnership between Oxfordshire and Future Generations Commission in Wales - Memorandum of Understanding finalised and workshop setup.

Areas for improvement

- Percentage of the Capital Programme is delivered in line with budget is reporting red for August. A number of major schemes across the programmes are forecast to enter into construction contracts in this financial year. The expected year end outturn position is 87% of the budget against a target of 95%.

The below table illustrates the summary of performance for the indicators under the priority - **We support a thriving & inclusive local economy that recovers strongly from the COVID crisis.**

PERFORMANCE SUMMARY			
OUTCOMES	INDICATORS	August RAG	Change since July
Everyone has access to good homes and jobs	22. Infrastructure delivery supports growth	Red	Amber
	23. Number of new homes	Amber	No Change
Businesses are able to grow and develop	24. Support for a strong local economy	Green	Red
People and communities Have	25. Levels of disruption to journeys	Green	No Change

Risk Management

11. The most senior level of risk management in the Council is carried out collectively by the Chief Executive's Direct Reports (CEDR). CEDR manages the Council's "leadership risks" – those risks that are significant in size and duration and could impact on the performance of the Council as a whole, and in particular on its ability to deliver its strategic priorities. This may include operational risks escalated from services to the leadership level due to the potential scale of their impact. The Council's Leadership Risk Register (see Annex B) forms the basis of our COVID-19 risk management approach.
12. The 2021/22 Risk opportunities and management strategy has been reviewed and refreshed, reflecting on the risks associated with the corporate plan and priorities of the council. The scoring matrix has changed to a 5 x 5 matrix, further details included in Annex B.

Risk Ref	Risk Title	Residual Risk Score	D'tion of travel	Latest Update
LR1	Demand management - Children	20 High Risk	↔	26/09/2021 - Comments updated
LR2	Safeguarding of vulnerable children	15 Medium Risk	↔	09/09/2021 - Mitigating actions updated
LR3	High needs block funding	15 Medium Risk	↔	26/09/2021 - Potential impact, controls and mitigating actions updated
LR4	Recruitment and Retention of Childrens Social Workers	16 High Risk	New	New
LR5	Insufficient placement availability for children we care for.	20 High Risk	New	New
LR6	Safeguarding of vulnerable adults	10 Medium Risk	↔	17/09/2021 - No changes
LR7	Demand management - Adults	12 Medium Risk	↔	24/09/2021 – Controls updated
LR8	Capital Infrastructure Programme Delivery	20 High Risk	↑	30/09/2021 - Inherent and residual score increased, mitigating actions and comments updated.
LR9	Local resilience, community resilience, cohesion	8 Medium Risk	↔	17/08/2021 - No changes
LR10	Management of partnerships (non-commercial)	6 Low Risk	↔	24/09/2021 - No changes
LR11	Supply chain management	8 Medium Risk	↔	13/09/2021 - No changes
LR12	Corporate governance	2 Low Risk	↔	29/09/2021 - Changes to controls, mitigations and comments
LR13	Workforce management	9 Medium Risk	↔	18/08/21 - Comments updated
LR14	Organisational Change and Service Design	12 Medium Risk	↔	15/09/2021 - Comments updated
LR15	Financial resilience	10 Medium Risk	↔	29/09/2021 - No changes
LR16	Health and Safety	8 Medium Risk	↔	24/09/2021 - No changes
LR17	Business Continuity and recovery plans	8 Medium Risk	↔	11/08/2021 – Comments updated
LR18	Cyber security	12 Medium Risk	↔	14/09/2021 - Comments updated
LR19	ICT Infrastructure	8 Medium Risk	↔	14/09/2021 - Comments updated
LR20	Covid-19. Assurance that the Council can maintain and initiate new services and support to those impacted by the coronavirus	9 Low Risk	↔	09/09/2021 - Description, impact and controls updated

LR21	Construction, Resources and Skills Shortages	16 High Risk	↔	30/09/2021 - No changes
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13. The table above provides a summary of the Council's leadership risks at 30th September 2021. Risks are assessed for both their likelihood (on a scale of 1-5) and their impact if they were to happen (on a scale of 1-5), which are then combined to give each risk a score. Once all management controls are taken in consideration, each risk's "residual score" is recorded. This can be seen in detail in Annex B.
14. There was one score change on the Leadership Risk Register during August "LR8 Capital Infrastructure Programme Delivery" has increased its residual score from 15 (medium risk) to 20 (high risk). Two new risks have been added LR4 Recruitment and Retention of Children's Social Workers and LR5 Insufficient placement availability for children we care for.

Financial Management

Summary of the Council's financial position

15. This report is the third financial monitoring information for the 2021/22 financial year and covers the period up to the end of August 2021. This report is on an exception basis, focusing on key risk, issues and areas of emerging pressures.
16. The table below sets out that there is a forecast overspend of £1.4m or 0.3%. Further detail is set out in the directorate sections below. Where variations to the budget are reported, management action is being taken and the forecast is likely to change by the end of the year.

Directorate	Latest Budget £m	Forecast Spend £m	Variance £m	Variance %
Children Services	139.7	141.5	1.8	1.3
Adult Services	198.8	198.8	0.0	0.0
Public Health	0.2	0.2	0.0	0.0
Environment & Place	61.1	62.2	1.1	1.8
Customers, Organisational	33.3	33.0	-0.3	-0.8
Commercial Development, Assets,	50.3	49.1	-1.2	-2.4
Total Directorate Budgets	483.4	484.8	1.4	0.3
Corporate Measures	-483.4	-483.4	0.0	0.0
Total Forecast Position	0.0	0.0	1.4	0.3

17. General Balances at 31 March 2021 were £34.6m and are forecast to be £33.2m by 31 March 2022 and reflect to the current forecast directorate overspend of £1.4m. This compares to the risk assessed level of £28.8m for 2021/22 which is equivalent to 6.0% of the net revenue budget.
18. The 2021/22 budget includes planned directorate savings of £16.1m. £12.1m or 75% are expected to be delivered by year end.
19. £2.6m or 16.4% are rated amber. These mainly relate to the £2.0m savings in Adult Social Care reducing the demand pressures in the pools by 1%. By

increasing the focus on maximising use of residential and nursing beds available

through existing block contracts and minimising the length of any vacancies and looking for creative ways to meet needs at lower cost while also helping people to be as independent as possible spend was reduced by around 1% in the second half of 2020/21 with an on-going full year effect of £2.0m from 2021/22. The process to maintain the saving is on-going so the saving is currently shown as amber until there is more certainty about the position later in the year. However, the forecast spend across the pools is being managed within the funding available.

20. £1.3m or 8.3% are rated red. £1.2m relate to savings within Environment and Place and predominately relate to the delay in the realisation of the Community Redesign saving of £1.2m. In-year mitigations are being found to minimise the financial impact.
21. The budget pressures arising from the non-delivery of savings form part of the Directorate positions reported above.
22. See Annex C for further details and commentary.

<p>CLAIRE TAYLOR</p> <p>Corporate Director for Customers, Organisational Development and Resources</p>	<p>LORNA BAXTER</p> <p>Director of Finance</p>
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We listen to our diverse residents to ensure that we can continuously improve our services and

Status Of Indicators	31/08/2021
OCC01 Improvement Following Audit or Inspection: Status	★
OCC02 Listening to residents: Status	★
OCC03 The Council is financially resilient: Status	★
OCC04 Effective financial management and governance: Status	●

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC01.01 % actions dealt with on time after external inspection by Ofsted, CQC, HMICFRS	Rob MacDougall	Cllr N Fawcett	80%	80%	★	8 out of our 10 HMI actions are now closed. We expect to close the last 2 by Q4 2022	68%	68%	★
OCC02.01 Proportion of potholes reported on FixMyStreet that require OCC action	Bill Cotton	Cllr T Bearder	56%	50%	★	<p>This measure indicates how successful the FixMyStreet interface is at communicating to the public what we will and won't fix in line with our Highways Maintenance Policy.</p> <p>Total public enquiries recorded on FixMyStreet in relation to pothole and other carriageway issues in August was 635. 56% are made up of:</p> <ul style="list-style-type: none"> • 182(29%) now repaired • 167(26%) don't warrant immediate action but have been placed onto our longer term planning programme (Dragon, Drainage, resurfacing programmes) • 9(1%) waiting for Milestone to repair <p>The remaining 44% represents:</p> <ul style="list-style-type: none"> • 108(17%) did not meet our intervention criteria • 135(21%) are still awaiting a decision from officers • 17(3%) were duplicates of other reports • 17(3%) were the responsibility of other organisations <p>FixMyStreet systems have received several recent upgrades. This forms part of wider FMS / customer enquiry improvements. Service are also due to create a forum with other Councils using FixMyStreet to compare metrics and explore differences in approach.</p>	53%	50%	★
OCC02.03 Increase resident satisfaction with service received via calling customer Service Centre	Mark Haynes	Cllr G Phillips	NA	85%	NA	As part of the new telephony platform, introduced on the 7 June to the Customer Service Centre, there is a new online customer satisfaction survey. As part of the implementation of the new platform, the CSC are currently designing and trialing the new customer satisfaction survey and will report against the indicator in Quarter 3 onwards	NA	85%	
OCC02.04 Increase the % of callers whose enquiry is resolved at first point of contact	Mark Haynes	Cllr G Phillips	88%	75%	★	4,918 contacts were recorded, from all channels. 4,318 contacts (88%) were resolved at first point of contact.	86%	75%	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC02.05 Reduce the % of calls to the Customer Services Centre which are abandoned by the caller	Mark Haynes	Cllr G Philips	5%	10%	★	<p>During August, the Customer Service Centre received 11,289 inbound calls, down 10.4% against July. August is traditionally one of the few months in the year where volumes are lower.</p> <p>The abandonment rate decreased to 5.43% from 6.15%. Since the implementation of the new telephony platform on 8 June, abandonment rates have reduced. This can be attributed to the hold music or position in queue we are now able to provide the customer. Our Customer Service Advisors are also able to see the demand via their own dashboards.</p> <p>Contacts for Residential Parking Permits increased by 33% compared to July. This is mainly down to big zones renewing and new students arriving for the new academic year. Compared to August 2020, they are up 18%.</p> <p>Contacts for Blue Badge and Concessionary Bus Passes dropped slightly in August by 5% compared to July. This is on par with the same figures this time in 2020, but down 2% compared to August 2019.</p> <p>Contacts for Highway Enquiries decreased by 11.6% compared to July. Compared to August 2020, they are down 29% and down 45% compared to August 2019. This can be attributed to the impact of our digital strategy and use of 'Fix My Street'</p> <p>Calls to Adult Social Care decreased in August by 6% compared to July. Compared to August 2020, they are down 19.8%.</p> <p>Calls to Children Social Care decreased in August by 25% compared to July. Compared to August 2020, they are down 10.6%</p>	8%	10%	★
OCC02.07 Customer satisfaction with Registration Service	Mark Haynes	Cllr N Fawcett	95%	90%	★	Target achieved across the whole service with some slight variances across Births, Deaths and Ceremonies. Negative comments are very rare and will be due to slight delays in appointments, which is due to demand surges as the county comes out of lockdown.	94%	90%	★
OCC03.01 Overall forecast revenue variance across the Council	Lorna Baxter	Cllr C Miller	0.30%	0.00%	★	The overall forecast financial position for 2021/22 is an overspend of £1.4m. As set out in Annex C this reflects an overspend in Environment & Place (£1.1m) and Children's Services (£1.8m) offset by underspends by Customers, Organisational Development and Resources (-£0.3m) and Commercial Development, Assets and Investments (-£1.2m).	0.30%	0.00%	★
OCC03.02 Achievement of planned savings	Lorna Baxter	Cllr C Miller	75.20	95.00	▲	The 2021/22 budget includes planned directorate savings of £16.1m. £12.1m or 75.2% are expected to be delivered by year end. £4.0m or 42.8% are rated amber and red. Further details are set out in Annex C.	75.20	95.00	▲
OCC03.03 General balances are forecast to remain at or above the risk assessed level	Lorna Baxter	Cllr C Miller	£33,200,000	£28,800,000	★	General Balances at 31 March 2021 were £34.6m and are forecast to be £33.2m by 31 March 2022 and reflect to the current forecast directorate overspend of £1.4m. This compares to the risk assessed level of £28.8m for 2021/22 which is equivalent to 6.0% of the net revenue budget.	£33,200,000	£28,800,000	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC03.05 Net increase in in-house foster placements (excl kinship)	Kevin Gordon	Cllr L Brighthouse	1.00	1.70	▲	3 additional foster carers have been approved in August, but 2 left. The the net increase in the month is 1 and so far this year is 7. This remains below the expected position for the year to date. It remains difficult to attract new carers despite a raft of advertising and media coverage and their remains a significant risk to the year end forecast which is amber	1.40	1.70	▲
OCC04.01 Directorates deliver services and achieve planned performance within agreed budget	Lorna Baxter	Cllr C Miller	0.3%	1.0%	★	There is a forecast directorate overspend of £1.4m. This relates to overspends on Children's Social Care and Growth & Economy offset by underspends by Property, Investment and Facilities Management and Customer Services. The current position is subject to management action and are likely to change by the end of the year.	0.3%	1.0%	★
OCC04.02 Total outturn variation for the dedicated schools grant (DSG) funded services	Lorna Baxter	Cllr C Miller	0.00%	0.00%	★	As part of the external review of the Council's accounts for 2020/21, it was confirmed that all DSG unspent balances must be moved to the new Unusable DSG reserve. This reserve is for the DSG deficit arising from the High Needs overspend. There are expenditure commitments in 2021/22 that are funded from unspent elements of the 2020/21 DSG. This technical adjustment means that an additional overspend of £0.9m on High Needs and £0.7m on Early years must now be reported. This overspend will be transferred to the Unusable reserve at year end, and as such has no impact on the expected outturn position as at 31 March 2022. So, a breakeven position continues to be reported.	0.00%	0.00%	★
OCC04.03 Use of non-DSG revenue grant funding	Lorna Baxter	Cllr C Miller	100.00%	95.00%	★	All non-DSG grants are expected to be spent during 2021/22.	100.00%	95.00%	★
OCC04.05 % of agreed invoices paid within 30 days	Lorna Baxter	Cllr C Miller	96.40%	95.00%	★	<p>This measure tracks invoices paid within 30 days of receipt and includes paid via the self-service purchase order process, as well as invoices processed via the social care finance systems by OCC's Social Care Payments team. Social Care invoices account for 20-30% of invoices paid each month.</p> <p>As with the last month invoices paid via the self-- service portal were processed above target and the Social Care invoices slightly under. The planned business process changes to Social Care invoice processes to improve the timeliness to bring it up to target are not yet live.</p>	94.54%	95.00%	●
OCC04.06 Invoice collection rate - Corporate Debtors	Lorna Baxter	Cllr C Miller	96.47%	95.00%	★	<p>This measure identifies the percentage of invoices that have been paid within 120 days; this is when all standard recovery effort should have been completed and the invoice referred to the Corporate Senior Recovery officer if not paid.</p> <p>The invoice collection rate has risen to 96.47% and 2.11% above last month. In this period, we are reviewing invoices issued in May, there was a very low number of invoices raised which is why the rate was higher. Generally, invoice collection has now recovered to pre COVID-19 levels.</p>	94.62%	95.00%	●

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC04.07 Debt requiring impairment - Corporate Debtors	Lorna Baxter	Cllr C Miller	£361,000	£300,000	★	<p>Debt requiring impairment is the value of invoices that have the potential to become unrecoverable and the potential loss requires recording in the accounts at year end. If there is an overall increase in the value of invoices at risk then we are required to top up the impairment balance, consequently this figure is tracked through the year to assess if we will finish the year above or below the current balance.</p> <p>Debt requiring impairment reduced this month from £0.42m to £0.36m and is now £0.06m above target. Ten debtors account for 50% of the total bad debt, with the top case making up 25% of the balance. In this case the unpaid invoices relate to charges due back to April 2020, a pressure of £0.12m was recorded in the service's budget in August 21. The service is actively engaged in dispute resolution with the supplier and aiming for resolution by December 21.</p>	£361,000	£300,000	★
OCC04.08 Debt requiring impairment - ASC contribution debtors	Lorna Baxter	Cllr C Miller	£3,537,96	£2,700,000	▲	<p>Debt requiring impairment, as it is at risk of becoming unrecoverable, increased this month to £3.54m, £0.85m above the current Adult contributions' impairment balance. The DRI is £0.59m more than the same period last year. The service report that the increase in debt primarily relates to a higher proportion of people being defaulted to being charged the full cost of their social care as financial assessments have not been completed. This is in part due to changes in the way financial assessments are completed due to COVID-19 and as well as resource pressures. The service is working through this debtor group to reassess contributions; however, this work is being completed using existing resource leading to an increase in the number and value of open debt cases which is impacting recovery rates in other areas.</p> <p>New procedures have now been introduced to reduce the number of care recipients who are charged a default full cost charge going forward and monitoring has been introduced; this will reduce emerging debt later in the year. Five complex cases referred to legal services, with a value of £0.3m, remain on hold pending outside counsel opinion.</p>	£3,537,963	£2,700,000	▲
OCC04.09 Average cash balance compared to forecast average cash balance	Lorna Baxter	Cllr C Miller	535,202,0	428,000,000	▲	Balances are higher than forecast in the original budget due to extra grant receipts and higher than forecast capital balances	535,202,000	428,000,000	▲
OCC04.10 Average interest rate achieved on in-house investment portfolio	Lorna Baxter	Cllr C Miller	0.45%	0.58%	▲	<p>The forecast interest rate receivable was partly based on the assumption that short term money market rates would be higher for the first 6 months of the year. The higher than forecast average cash balance also means that we are required to place funds with a larger number of counterparties, which has resulted in a lowering of the return.</p> <p>We are expecting the return to increase as new investment products are invested in during the year.</p>	0.45%	0.58%	▲
OCC04.11 Average annualised return achieved for externally managed funds	Lorna Baxter	Cllr C Miller	3.75%	3.75%	★	External fund returns are due to be in line with budget.	3.75%	3.75%	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC04.13 Invoice Collection Rate – ASC contribution debtors	Lorna Baxter	Cllr C Miller	89.37%	92.00%	●	<p>The 120-day invoice collection rate remained below the 92% target at 89.4%. The collection of invoices by direct debit increased this month from 57% to 59%, this is the first increase this year.</p> <p>The service completed a review of direct debit take up to better understand the reduction in collection rates and introduce strategies to increase payment by direct debit. Amendments have been made to team processes and communications. Further guidance has been shared with teams that have direct contact with new payers.</p> <p>In addition, development improvements have been put forward to our IBC partners, who manage the automated reminder processes; these requests include upselling direct debits and reviewing all communications issued to Adults in receipt of invoices.</p>	89.80%	92.00%	●

We tackle inequality, help people live safe & healthy lives & enable everyone to play an active part in their community

Status Of Indicators	31/08/2021
OCC05 Number of people helped to live safe and healthy lives: Status	▲
OCC06 Timeliness of emergency response: Status	▲

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC05.01 Number of vulnerable children and adults helped to live more secure and independant lives	Rob MacDougall	Cllr N Fawcett	246	513	▲	The prevention work of all the Community Safety Services team have been limited by Covid secure measure when dealing with vulnerable residents. We expect to see an increase in this measure over the next quarters depending on Winter Pressures	1,237	2,566	▲
OCC05.03 50% increase in all cycle journeys within Oxford for all purposes by 2031	Bill Cotton	Cllr P Sudbury	NA	NA	NA	<p>Data collection and current travel patterns are still being worked through, as lockdown restrictions are being eased. Service team will be reviewing against the pre-2020 data. This is turn will help to validate Active Lives and Annual Travel Surveys for which we have historic figures and can project / report against. The 2021 figures are due to be released later in the year (timing tbc) which would give us a 2019/21 average, on which the 2021-22 target is based. The issue is likely to remain the reliability and volatility of data as a result of COVID, so much will depend on what the 2021 figure looks like in relation to the 2015/17 baseline and this years' target.</p> <p>2015/17 baseline for LCWIP: 306,000 trips 2031 LCWIP target: 460,000 trips 2021/22 target: 350,000</p> <p>Service team are continuing to work through the Oxford inner cordon data and investigating if it can be utilised as a way of monitoring the Oxford LCWIP target.</p> <p>Updates included in the service level dashboards and in the</p> <ul style="list-style-type: none"> • Unity system for Corporate Performance Team's reference. Updates to continue being excluded from the monthly corporate Business Management & Monitoring Report for • CEDR and Cabinet at this stage. This is due to 2021 figures being released later in the year. 	NA	NA	NA

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC05.04 % of people cycling for travel at least 3 times a week from Active Travel Survey	Bill Cotton	Cllr P Sudbury	NA	NA	NA	<p>Similar to the commentary for above measure, service team have a 2015/17 baseline figure for Oxfordshire. Data collection and current travel patterns are still being worked through. The survey should be repeated this year, which would give us a new baseline figure. The main question is how ambitious we think our target should be.</p> <p>2015/17 Baseline: 510,000 trips 2031 target: based on doubling - 1,020,000 Or 50% increase (765,000) 2021/22 target: 646,000 (doubling), 578,000 (50% increase)</p> <ul style="list-style-type: none"> Updates included in the service level dashboards and in the Unity system for Corporate Performance Team's reference. Updates to continue being excluded from the monthly corporate Business Management & Monitoring Report for CEDR and Cabinet at this stage. This is due to 2021 figures being released later in the year. 	NA	NA	NA
OCC05.05 Number of people sign posted to health services via informal conversations in libraries	Ansaf Azhar	Cllr N Fawcett	293	250	★	Figures still well above target and showing libraries returning to business, as usual.	229	170	★
OCC06.01 More people alive due to 365 Alive prevention, protection and emergency response activity	Rob MacDougall	Cllr N Fawcett	73	89	▲	Our combination of prevention, protection and emergency response continues reduce the risk of harm and saves lives through target prevention work which evidence led and emergency response to our core areas as well as work to support ambulance and police with effecting entry for those who have collapsed behind closed doors.	352	445	★
OCC06.02 % of emergency call attendances made within 11 minutes	Rob MacDougall	Cllr N Fawcett	75.59%	80.00%	●	Our August response standards are reflective of our usual performance and there have been no fluctuations or outliers. 11 mins standard for the year is 76% and 14 mins is 88%. Of the 549 emergency incidents attended within Oxfordshire in August 66 were over our 14 minute response time and 68 were over 11 minutes and under 14 minutes. We are investigating those incidents to understand if they were in an area that could have been reached within the response time standard. Our average response time this year is 8 minutes 38 seconds which is comparable to the overall average for last year at 8 minutes and 36 seconds.	76.48%	80.00%	●
OCC06.03 % of emergency call attendances made within 14 minutes	Rob MacDougall	Cllr N Fawcett	87.98%	95.00%	●	As with OCC 06.02, since broadening the scope of this measure to encompass the full range of incidents we attend, we continue to investigate where we don't achieve the response standard to understand how we can improve. Our average response time this year is 8 minutes 38 seconds which is comparable to the overall average for last year at 8 minutes and 36 seconds.	88.54%	95.00%	●

We provide services that enhance quality of life and we take action to reduce the impact of the climate change & protect the local environment

Status Of Indicators	31/08/2021
OCC08 Condition of highways: Status	●
OCC09 Participation in cultural service: Status	★
OCC10 Reduction in carbon equivalent emissions from OCC's activities: Status	●
OCC11 Reduce carbon impact of our transport network: Status	★
OCC12 Air quality: Status	★
OCC13 Household waste re-used, recycled or composted: Status	▲

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC08.01 Defects posing immediate risk of injury are repaired with 24 hours	Bill Cotton	Cllr T Bearder	99.9%	100.0%	●	Rate covers all defects April to July 2021. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources.)	99.1%	100.0%	●
OCC08.02 Defects creating potential risk of injury repaired within 28 calendar days	Bill Cotton	Cllr T Bearder	99.9%	90.0%	★	Rate covers all defects April to July 2021. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources.)	99.7%	90.0%	★
OCC08.03 Kilometers of highway resurfaced	Bill Cotton	Cllr T Bearder	15.0	18.8	●	The annual plan target for 2021 total surfacing programme has been calculated as 3% of the network (excluding patching). As at 31st August, 2.59% of the network has been resurfaced (cumulative rate) and is on track against the target of 3%.	116.6	106.7	★
OCC09.01 Number of visits to Heritage services (Museum of Oxford), local History & VCH inc outreach	Mark Haynes	Cllr N Fawcett	9,489.00	8,100.00	★	History Service visitor numbers are 16% higher than predicted; seating capacity is still limited, but pre-booking, now, is not essential. Museums' visitors are up 17%, on forecast, but only 61% of the average set 3 years prior to COVID-19. Victoria County History - had no physical talks, this month (as predicted); some talks are provisionally booked for autumn and spring.	26,359.00	21,900.00	★
OCC09.02 Number of active borrower (users who have borrowed at least on item during year)	Mark Haynes	Cllr N Fawcett	43,083.00	45,000.00	★	Output is just under the target, this month, but still within the acceptable percentage variance. However, projection based on a consistent growth shows an increase of around +3,000, per month, not quite as high as the challenging target of +5,000 per month, and so, the figure is likely to start falling below the target, from next month.	186,418.00	180,000.0	★
OCC09.03 Digital engagement with Heritage Services - social media reach, website hits & e-mail	Mark Haynes	Cllr N Fawcett	113,507.00	95,500.00	★	The overall, above-target, figure for the Heritage Services is due to the level of activity, according to forecast across all platforms. The History Service figure is 5% lower than predicted, but higher than the previous 3 months. Museums exceeded its forecast, by factor of 3, reflecting the increased activity around Festival of Archaeology & family holiday programmes. The Victoria County History total was recorded 13% lower than predicted, reflecting a fall-back to pre- COVID-19 levels, and across the British History online platform, more generally.	531,897.00	477,000.0	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC09.04 Number of physical visits to Libraries	Mark Haynes	Cllr N Fawcett	92,068.00	50,000.00	★	Physical visits continue to grow, to libraries, as businesses return to normal. In terms of comparisons, August 2021 is approximately 42% up on visits, from August 2019. September should see another increase, as libraries' opening hours are expected to return to pre-pandemic levels, from 6 September.	302,477.00	185,000.00	★
OCC09.05 Number of library issues books, DVD, CD's, E-books & audio	Mark Haynes	Cllr N Fawcett	266,123.00	150,000.00	★	Book issues remain well above target and have returned to circa 84% of recorded pre-pandemic levels. This is a success (as we have already exceeded the year-end target) and rather surprising, given the comparative low figures for visits and active borrowers, previously. This suggests a change in the way people are using libraries (i.e. fewer people, visiting less often, but borrowing more) and only time will say whether this will persist.	1,072,006.	400,000.0	★
OCC09.06 Digital engagement with library services (social media reach, website hit, library app)	Mark Haynes	Cllr N Fawcett	174,600.00	175,000.00	★	Output remains broadly on target but this figure includes a number of estimates/projections, due to challenges, in collecting figures. Solutions are being actively sought to resolve the matter.	904,840.00	875,000.0	★
OCC09.07 Number of children & young people accessing the Music Service	Mark Haynes	Cllr N Fawcett	6,012.00	5,368.00	★	This number includes contracts received for new starters in September 2021.	6,012.00	5,368.00	★
OCC10.02 No. of streetlights fitted with LED Lanterns by March 2022	Bill Cotton	Cllr T Bearder	454.00	510.00	●	<p>In August 2021 a further 454 LED lanterns were installed (as per the programme), raising the total number of assets now fitted with LED lanterns to 21,253. This means that 35.6% of the streetlights within the County are now fitted with efficient LED equipment.</p> <p>The target for the end of March 2022 is for 55% of the streetlights to have been converted. This means the number required to be converted for the year is 13,327. In-year progress of 1783 lanterns installed leaves 11,544 still to be carried out to meet the annual target. The remaining 11,544 lanterns are programmed in for delivery before March 22 at which point the 55% target will have been met.</p> <p>The overall programme is amber due to a delay in the start to the programme but the in year element is on track.</p>	1,783.00	2,050.00	●
OCC10.05 Total number of electric vehicle charging points by end of March 2022	Tim Spiers	Cllr P Sudbury	12	12	★		12	12	★

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Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC10.06 % of Climate Action Programme priority actions rated as green	Bill Cotton	Cllr T Bearder	64.00%	100.00%	●	<p>Centralised fleet audit completed to inform fleet electrification plan.</p> <p>Delivery of Public Sector Decarbonisation Scheme-funded retrofit projects proceeding at both OCC and CDC.</p> <p>Local businesses and community groups being engaged through COP26 communication campaign and events.</p> <p>Persistent risk due to lack of a decarbonisation plan for OCC estate. Bid to Low Carbon Skills Fund to cost required work and inform a project pipeline was not successful. Building audits required to inform bid to upcoming PSDS funding opportunity. Climate Action team working closely with Property team to overcome issues.</p>	64.40%	100.00%	●
OCC11.01 % of highway maintenance construction, demolition & excavation waste diverted from landfill	Bill Cotton	Cllr T Bearder	99.6%	90.0%	★	Rate is the average for April to July 2021. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources.)	99.0%	90.0%	★
OCC12.01 Minimise the number of traffic routes diverted into Air Quality Management areas	Bill Cotton	Cllr P Sudbury	0	9	★	No diversions have been sign posted through Air Quality Management Areas.	0	9	★
OCC12.02 % change of average Monthly traffic flows in or near AQMAs	Bill Cotton	Cllr P Sudbury	-5.00%	0.00%	★	Traffic flows remain significantly lower than normal, particularly in Oxford, due to the continued effects of increased working from home and reduced social activity even though legal restrictions have now ended. Traffic flows outside Oxford are now close to normal in many places.	-10.00%	0.00%	★
OCC13.01 Total % of household waste which is reused, recycled or composted	Bill Cotton	Cllr P Sudbury	59.27%	62.00%	▲	<p>Figures for July are the forecast end of year performance and is the combined effort of OCC and the City and District Councils. Forecasts continue to be variable until more data becomes available. Achieving the overall recycling target for this year will be challenging and will require coordinated working by all partners across the Oxfordshire Resources and Waste Partnership.</p> <p>Waste tonnages across the board remain above pre-Covid levels continuing from last year's exceptional high volume during the Covid pandemic.</p>	58.86%	62.00%	▲
OCC13.02 % of household waste recycled	Bill Cotton	Cllr P Sudbury	29.0%	31.0%	▲	As per above commentary for measure reference OCC13.01.	30.0%	31.0%	●
OCC13.03 % of household waste composted	Bill Cotton	Cllr P Sudbury	28.90%	30.50%	●	As per above commentary for measure reference OCC13.01.	28.25%	30.50%	▲
OCC13.04 % of household waste re-used	Bill Cotton	Cllr P Sudbury	0.20%	0.50%	▲	As per above commentary for measure reference OCC13.01.	0.30%	0.50%	●

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC13.05 % of Household waste sent to landfill (forecasted end of year position)	Bill Cotton	Cllr P Sudbury	3.77%	3.00%	●	<p>Most of the waste landfilled is bulky waste from the HWRCs and collected from residents by the district councils. Due to the closure of the HWRCs and suspension of district council bulky collections for a period at the start of the pandemic landfill dropped to a very low figure early last year. It then slowly recovered to 3.01% for last year.</p> <p>The forecast for this year remains uncertain until more data is available. While showing an increase from last year this is a small proportion of residual waste, over 95% of which continues to be sent to Ardley ERF for energy recovery.</p>	4.35%	2.80%	▲
OCC13.06 % of Household waste recycled, composted, re-used at Household Waste Recycling Centres	Bill Cotton	Cllr P Sudbury	65.00%	62.00%	★	<p>The figure for July is the forecast end of year performance. Forecasts continue to be variable until more data becomes available.</p> <p>All HWRCs returned to operating at full capacity when Covid restrictions eased. Signs remain in place requesting customers to maintain social distancing.</p>	63.38%	62.00%	★
OCC13.07 Average weight of waste produced per household in Oxfordshire	Bill Cotton	Cllr P Sudbury	1,038.00	980.00	●	<p>The figure for July is the forecast end of year performance as actual weight fluctuates on a monthly / seasonal basis. Last year the average weight of waste produced per household increased for the first time since 2016/17 due to Covid restrictions and more people working at home during the pandemic.</p> <p>It is expected that households will continue to produce more waste this year than pre-Covid but quantities could reduce as restrictions ease. This is difficult to predict and the forecast is currently highly uncertain.</p>	1,068.75	980.00	●

We strive to give every child a good start in life & protect everyone from neglect

Status Of Indicators	31/08/2021
OCC15 We provide help early on so children are less likely to be in need: Status	▲
OCC16 The number of children looked after: Status	●
OCC17 Number of child protection plans: Status	●
OCC18 Timeliness of completing education, health and care plans: Status	▲

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC15.01 Number of contacts into the MASH	Kevin Gordon	Cllr L Brighouse	1,924.00	1,516.00	▲	In 2020/21 the number of contacts into the MASH rose by 35%. This growth has continued, albeit at a slower rate, and the figure for the first 5 months of this year, 11,385 is 20% higher than the same month last year. The council has funded 7 additional staff members to help mitigate this increase	2,277.00	1,516.00	▲
OCC15.02 Number of early help assessments	Kevin Gordon	Cllr L Brighouse	85.00	167.00	▲	Performance in August fell, which was expected as many assessments are completed by schools, but for the year to date remains above target (1201 compared to 833). However if you need help you remain 3 times more likely to receive a social care assessment as an early help assessment. Going forward we want to encourage the growth of community based early help assessments so that children are not unnecessarily pulled into the social care system	1,201.00	835.00	★
OCC15.03 Number of early help assessments completed by health visitors	Ansaf Azhar	Cllr L Brighouse	0.00	17.00	▲	We will monitor all activity for EHA's to see if this continues as a downward trend or if in fact activity increases	7.40	17.00	▲
OCC15.04 Number of social care assessments	Kevin Gordon	Cllr L Brighouse	430.00	605.00	★	Significant work has been undertaken to test thresholds for social care assessments and ensure that we only assess children where appropriate. Although the number of incoming assessments is on target we remain concerned about the overall increase in demand which could still lead to an increase in assessments across the year, and the slowdown of children leaving the statutory social care system which is increasing caseloads	537.80	605.00	★
OCC16.01 Number of children we care for	Kevin Gordon	Cllr L Brighouse	797.00	764.00	▲	The number of children we cared for remains above target. The number of children becoming cared for is increasing as fewer children are leaving the care system. At this point in the year we would expect between 138 and 151 children to have left the system but only 109 have left so far.	789.40	768.00	▲

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC17.01 Number of child protection plans	Kevin Gordon	Cllr L Brighouse	538.00	500.00	●	The number of children the subject of a child protection has risen in the month. This in part relates to school holidays, as the number always rises in school holidays. The first 5 months of the year have seen a 13% increase in the number of child protection investigations compared to the same period last year. Fewer children are being stepped down from child protection plans, to child in need or early help plans. High caseloads mean workers have less time to work with individual families; in some areas of the service caseloads are 40% higher than target levels	499.80	500.00	★
OCC18.01 % of Education Health & Care Plans completed within 20 weeks	Kevin Gordon	Cllr L Brighouse	49.00%	59.00%	▲	Performance is below target and has been falling since October last year. This is being driven by increased demand for Statutory Assessment; teams are staffed to deal with an average of 10 requests a week, but so far this year there have been an average of 30 per week. The impact of the increased demand is not only felt within the Special Education Needs Casework team, but across all teams who help complete the assessment and who similarly do not have capacity within their services. There is a particular pressure on the availability of educational psychologists	54.40%	59.00%	●
OCC19.01 Number of electively home educated children	Kevin Gordon	Cllr L Brighouse	846.00	NA	NA	Measure is to be monitored only. Though some people proactively choose to educate their children there can be occasions when home education reflects people's view on services or where it can mean vulnerable children are not seen by professional staff. 7 of the children are known to social care.	906.00	NA	NA
OCC19.05 Mainstream Total No. entitled students conveyed by contracted transport services per month	Bill Cotton	Cllr T Bearder	0.00	NA	NA	There was no transport in operation during August.	5,340.00	NA	NA
OCC19.06 Special Education Needs entitled students conveyed by contracted transport services	Bill Cotton	Cllr T Bearder	0	NA	NA	There was no transport in operation during August.	895	NA	NA
OCC19.07 Continuing Education (FE Colleges) entitled students conveyed by contracted transp. serv	Bill Cotton	Cllr T Bearder	0	NA	NA	There was no transport in operation during August.	126	NA	NA
OCC19.08 Travel model shift (Bus Passes, Direct Travel, Independant Travel Training)	Bill Cotton	Cllr T Bearder	199	200	●	There is no change in the August rate compared to previous month. The new uptake will be reflected when schools return in September.	981	1,000	★

We enable older and disabled people to live independently and care for those in greatest need

Status Of Indicators	31/08/2021
OCC20 Number of people with control over their care: Status	★
OCC21 People needing social care are supported to stay in their own homes: Status	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC20.01 % of people with safeguarding concerns who define the outcomes they want	Stephen Chandler	Cllr J Hannaby	98.7%	90.0%	★	Performance is better than target and is improving month on month	94.2%	90.0%	★
OCC20.02 % of people receiving adult social care with a personal budget	Stephen Chandler	Cllr J Hannaby	90.00%	92.00%	●	Performance dropped in month after improving across the year. This will be an area of focus in the later part of the year	90.40%	92.00%	●
OCC20.03 % of people 65 plus using Adult Social Care services receiving a direct payment	Stephen Chandler	Cllr J Hannaby	23.00%	17.00%	★	Performance remains above target and higher than the national average	22.60%	17.00%	★
OCC20.04 % of people under 65 using Adult Social Care services receiving a direct payment	Stephen Chandler	Cllr J Hannaby	41.00%	39.00%	★	Performance remains above the target and the national average	41.60%	39.00%	★
OCC20.05 Reduce number of older people needing placement in a care home to > than 14 per week	Stephen Chandler	Cllr J Hannaby	23.00	61.00	★	Performance continues better than target as we are purchasing more home care and allowing people to stay in their own home for longer. Average age of person admitted to a care home is higher than other areas.	33.80	61.00	★
OCC21.01 Increase the number of home care hours purchased per week to 25,300 hours by March 2022	Stephen Chandler	Cllr J Hannaby	26,247.00	25,039.00	★	Performance remains above target. We are purchasing more home care allowing more people to stay in their own home for longer and reducing the need for inappropriate care home admissions.	26,039.20	24,956.20	★
OCC21.02 Reduce by 10% the number of people aged 18-64 entering permanent residential care	Stephen Chandler	Cllr J Hannaby	3.00%	3.25%	★	Performance remains better than target. Increased home care hours are allowing more people to stay at home	1.60%	3.25%	★
OCC21.03 % 18-64 age service users with LD support, living on own or with family	Stephen Chandler	Cllr J Hannaby	87.00%	76.00%	★	Oxfordshire has a high use of direct payments and high numbers of people in supported living which means fewer people need residential care	88.14%	76.00%	★

We support a thriving & inclusive local economy that recovers strongly from the covid crisis

Status Of Indicators	31/08/2021
OCC22 Infrastructure delivery supports growth : Status	▲
OCC23 Number of new homes : Status	●
OCC24 Support for a strong local economy : Status	★
OCC25 Levels of disruption to journeys : Status	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC22.01 Percentage of the Capital Programme delivered in line with budget	Bill Cotton	Cllr D Enright	0.00%	7.90%	▲	<p>This measures the capital infrastructure major programme. 36% of the agreed programme for 21/22 has been spent or committed as at end of August 2021.</p> <p>A number of major schemes across the programmes are forecast to enter into construction contracts in this financial year. The expected year end outturn position is 87% of the budget against a target of 95%.</p>	36.00%	39.50%	●
OCC23.01 We support the delivery of new affordable housing starts by March 2022	Bill Cotton	Cllr D Enright	694.00	1,322.00	●	<p>The programme has not met the agreed three-year target. This is due to low grant rates offered to Registered Providers and consequent lack of take up in early years. COVID-19 also delayed approx. 600 units programmed for year three. The programme has been extended to March 2022.</p> <p>Following analysis of the current delivery plan, a bespoke approach has been agreed with Homes England and Ministry for Housing, Communities and Local Government (MHCLG) to maximise the number of affordable homes deliverable in the remaining period of the deal. This approach will provide flexibility and support to the delivery of schemes this year, and as necessary, into the future.</p> <p>Please note the target of 1,322 new affordable housing starts is by end of March 2022. The status of the overall programme remains amber. Latest figures will be confirmed in next month's report following end of Quarter 2 reporting to Homes England.</p>	694.00	1,322.00	●
OCC24.01 No of businesses given support by trading standards intervention or via risks inspection	Rob MacDougall	Cllr N Fawcett	276	293	★	<p>The Trading Standards team have been involved in several cases of illegal tobacco resulting in some successful court cases. They've also continued their work around age-restricted products providing advice to businesses around sales of knives working with TVP.</p> <p>100% of building regulations consultations received have been responded to by the Fire Safety team within the statutory 15 days</p>	1,287	1,417	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC24.02 Participation in innovation funding bids or new projects in support of Living Oxfordshire	Tim Spiers	Cllr D Enright	3.00	2.50	★	Three new projects this month. Creation of a map detailing Energy Sector activities across the Oxford Cambridge Arc region - subcontracted through Living Oxfordshire. Also the successful bid for E Cargo Bikes in Oxford, expansion of Pedal & Post ECargo bike fleet, creation of ECargo bike leasing scheme in Oxford. The creation of a Partnership between Oxfordshire and Future Generations Commission in Wales - Memorandum of Understanding finalised and workshop set up.	11.00	12.50	▲
OCC25.01 Percentage of utility works that have passed inspections	Bill Cotton	Cllr N Fawcett	62.10%	90.00%	▲	From 1,285 sample A/B/C inspections conducted in August (including all follow up inspections) 798 passed. This equates to 62% pass rate. This is below the target of 90%, due to our increasing vigilance with the quality and timing of works on the network. Increasing numbers of inspections are taking place with more defects being identified with the quality of the live works and the reinstatements. Failures are attributed to all the utility companies (at varying numbers) and these are being pursued with the Works Promoters to drive improvements. This is being pursued through escalation with the companies concerned and issuing of fixed penalty notices.	75.86%	90.00%	▲
OCC25.02 Number of overrun days on carriage way work phases identified & action taken	Bill Cotton	Cllr T Bearder	15.00	15.00	★	Overrunning works are being identified and charged in accordance with the Oxfordshire Permit Scheme and income expectation.	20.20	15.00	★
OCC25.03 Reduce the number of return repairs to the Council's own works	Steve Jorden	Cllr T Bearder	0.22%	5.00%	★	The reported rate is for August. The level of non-compliant defects is expected to be low. This is because approximately 90% of all pothole defects are repaired as 'cut' defects rather than 'sweep and fill'. This continues to be monitored. During August there were 4 return repairs/visits to own works (NCDs). Total potholes fixed were 1,859.	0.51%	5.00%	★
OCC25.04 Delivery of the 2021-22 Programme - number of highway trees surveyed within 4-year cycle	Bill Cotton	Cllr P Sudbury	15.00%	8.00%	★	4-year inspection programme is in place. 76% of the planned annual programme for inspecting 72 parishes has been completed as at end August 2021.	76.00%	40.00%	★
OCC25.05 % of frequent bus services departing within scheduled intervals	Bill Cotton	Cllr T Bearder	94.50	90.00	★	Performance in August exceeds target against the revised definition/measure of frequent service punctuality stipulated by the Office of the Traffic Commissioner (OTC) and included in the joint OCC/bus operator PIP (Punctuality Improvement Partnership) agreement.	94.50	90.00	★

Annex B – Leadership Risk Register as at 30/09/2021

Level of risk	How the risk should be managed
High Risk (16-25)	Requires active management to manage down and maintain the exposure at an acceptable level. Escalate upwards.
Medium Risk (10 -15)	Contingency Plans - a robust contingency plan may suffice together with early warning mechanisms to detect any deviation from the profile.
Low Risk (1 – 9)	Good Housekeeping - may require some risk mitigation to reduce the likelihood if this can be done cost effectively, but good housekeeping to ensure that the impact remains low should be adequate. Re-assess frequently to ensure conditions remain the same.

Risk Scorecard – Residual Risks

		Probability				
		1 - Remote	2 - Unlikely	3 - Possible	4 - Probable	5 - Highly Probable
Impact	5 - Catastrophic		LR6 - LR15 -	LR2 - LR3	LR1 - LR8	
	4 - Major		LR9 - LR11- LR16 - LR17 - LR19	LR7- LR14 - LR18	LR4 - LR21	LR5
	3 - Moderate		LR10	LR13 - LR20		
	2 - Minor					
	1 - Insignificant		LR12 -			

Risk Definition

Leadership	Strategic risks that are significant in size and duration, and will impact on the reputation and performance of the Council as a whole, and in particular, on its ability to deliver on its corporate priorities
Operational	Risks to systems or processes that underpin the organisation's governance, operation and ability to deliver services

Ref	Name and Description of risk	Potential impact	Inherent (gross) risk level (no Controls)			Controls	Control assessment	Lead Member	Risk owner	Risk manager	Residual risk level (after existing controls)			Direct' n of travel	Mitigating actions (to address control issues)	Comments	Last updated		
2021/22			Probability	Impact	Rating		Fully effective Partially effective Not effective				Probability	Impact	Rating						
LR1	Demand management - Children- : managing the impact of increased demand on council services	Vulnerable children and young people are ineffectively safeguarded and come to harm, and their educational needs unmet.	4	5	20	Maintain a good early-help and prevention offer, in partnership with key stakeholders to ensure diversion from high cost services.	Partial	Cllr L. Brighouse	Kevin Gordon	Hannah Farncombe	4	5	20	↔	Continue to provide area early help networks and Locality Community Support Service (LCSS) support to universal professionals to ensure good access to early help for families	The service has been adversely affected by Covid. Forecasting future demand is unpredictable. A medium term assessment of demand will be undertaken as part of budget and business planning over the year. Key demand measures such as caseloads and activity into the MASH and FS+ are reviewed at DLT monthly and reported through to CEDR by the Business Monitoring report. The market for permanent and agency social workers is insufficient to meet demand across the region. This is driving higher agency rates, undermining the SE memorandum of cooperation, and failing to secure sufficient staff in Oxfordshire. Caseloads are high as a consequence. Further increases in MASH contact currently being assessed	26/09/2021 - Comments updated		
		Potential for statutory requirements not being met.				Efficient assessment of need and risk – strong 'Front door' arrangements including effective MASH.	Fully								1. Continued funding of additional workers 2. Continued working with partners to reduce unnecessary demand				
		Poor timeliness and prioritisation of services leading to poor engagement from partners and the community.																	
		Reduced confidence in the Council's ability to deliver services				Child protection numbers continuing to reduce safely: continue to drive successful achievement of child protection plans and step-down of statutory intervention, and monitor re-referrals.	Partial								Continue with monthly Child Protection panels to scrutinise and accelerate progress to good outcomes				
		Financial – significant overspend in annual budgets					All services are tasked with managing activities within allocated budgets including additional Covid funding for agency staff.											Partial	All budgets are monitored monthly, but additional demand driven by covid means some budgets are insufficient. Negotiation with CEDR on use of additional Covid funding to cover these budgets
	Procurement of additional teams for frontline social care agreed and in progress																		

Ref	Name and Description of risk	Potential impact	Inherent (gross) risk level (no Controls)			Controls	Control assessment	Lead Member	Risk owner	Risk manager	Residual risk level (after existing controls)			Direct' n of travel	Mitigating actions (to address control issues)	Comments	Last updated
2021/22			Probability	Impact	Rating		Fully effective Partially effective Not effective				Probability	Impact	Rating				
LR2	Safeguarding of vulnerable children: ensuring there are effective arrangements in place for safeguarding	Impact to a child, family and community. Reduced trust in the Council and partners. Notification of poor performance may affect the Council's current service judgements and lead to Central Government intervention, resulting in a higher financial cost related to improvement activity and intervention.	4	5	20	Maintain strong focus on good practice, performance reporting and statutory requirements, ensuring timely record keeping, compliance with procedures and acting on any poor performance indicators at an early stage.	Fully	Cllr L. Brighouse	Kevin Gordon	Lara Patel & Hayley Good	3	5	15	↔	No further actions required	As above demand in the service is high due to Covid and children have been safeguarded due to the additional investment in front line staff Demand at the front door can be unpredictable and we need to be able to be flexible to respond.	09/09/2021 - Mitigating actions updated
						Monitored weekly through CEF Performance Dashboard and Performance Management Framework.	Fully								No further actions		
						Every child known to social care services is RAG rated and face to face visits to all children open to CSC have been reinstated subject to individual risk assessments											
						Efficient assessment of need and risk by having strong children's 'Front door' arrangements in place, including effective MASH.	Fully								Excess demand still seen in the MASH which is mitigated by additional workers as agreed by CEDR		
						Completion of CEF Self-evaluation report every quarter which is submitted to Ofsted at the Annual Conversation.	Fully								No further actions		
						Quality assurance framework in children's social care -for reach, effectiveness and impact.	Fully								Review of capacity to meet QA and continuous improvement requirements completed and resourcing		
						Safeguarding complaints submitted to Ofsted are reviewed and investigated in a timely manner. Outcomes are reported to Ofsted.	Fully								No further actions		
						School attendance is monitored daily, attendance team staff undertaking home visits to encourage attendance, in partnership with schools.	Fully										
						Numbers of electively home educated children are monitored.	Fully										

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Ref	Name and Description of risk	Potential impact	Inherent (gross) risk level (no Controls)			Controls	Control assessment	Lead Member	Risk owner	Risk manager	Residual risk level (after existing controls)			Direct' n of travel	Mitigating actions (to address control issues)	Comments	Last updated									
2021/22			Probability	Impact	Rating		Fully effective Partially effective Not effective				Probability	Impact	Rating													
LR3	High needs block funding: Deficit in national funding and increasing local demand	The national High Needs Dedicated Schools Block funding allocation for Oxfordshire is some £11million less than the cost of provision locally, reflecting both the increase in demand identified in the specialist placement risk, but also a shortfall in the government's grant. The national SEND strategy is delayed (over 12 months) uncertainty exists around how much, if any additional national funding will be made available through the national review.	4	5	20	SEND assurance board meets fortnightly to provide oversight at strategic level	Fully	Cllr L. Brighouse	Kevin Gordon	Hayley Good & Sarah Fogden	3	5	15	↔	The assurance board is meeting fortnightly and any key updates on actions will be reported here	As above demand in the service is high due to Covid and children have been safeguarded due to the additional investment in front line staff	26/09/2021 - Potential impact, controls and mitigating actions updated									
					Consultation on more inclusive approach to SEN delivery planned.	Partial																		Demand at the front door can be unpredictable and we need to be able to be flexible to respond.		
LR4	Recruitment and Retention of Children's Social Workers: Failure to recruit and retain staff	Failure to recruit and retain staff will impact quality of service and effective safeguarding work with vulnerable children Dependency on agency staff results in further financial pressures and increased turnover of personnel	4	4	16	Setting up a new academy		Cllr Liz Brighouse	Kevin Gordon	Hannah Farncombe	4	4	16	New	Starting in September	There are 2 distinct parts of this risk: * Recruitment of newly qualified social workers. The existing controls are effective. * Recruitment of experienced social workers, as with the rest of the country and existing controls are partly effective * Retention of staff where most controls are ineffective. The main issue with staff retention is workload - which links to increased demand and greater complexity of cases. Two additional temporary teams are being set up to help the most stretched part of the service.	New risk									
															Recruitment branding to make Oxfordshire more appealing to a prospective employee	Fully										We are working to maintain moral through visibility of senior managers; improved communications and developing our compliments systems. This though will not work without addressing some of the other issues. Deep dive review into future workforce pipeline agreed at CEDR , currently being commissioned
															Attendance at trade shows -e.g. Community care matters to promote OCC	Fully										
															Grow our own; Apprenticeships and Post Grad diplomas	Partial								Although the scheme is good it needs to be expanded. 5 new people due to start in September		
															Key worker housing											
															Monitor workloads	Partial								This is a key issue both in terms of the number of cases and complexity. Will be partly addressed in the short term by 2 new teams		
															Manage demand	Partial								The transformation programme including implementation of FS+ is making a difference, but the impact of Covid is lessening the effect		
															Regular case and personal supervision	Fully										
															2 new agency teams supporting Family Solutions teams for 6 months									Starting in September		
															Social work early professional development team provide support to newly qualified social workers	Fully								Working with other areas in the SE to review Memorandum of understanding		
															Review of memorandum of agency workers	Partial										

Ref	Name and Description of risk	Potential impact	Inherent (gross) risk level (no Controls)			Controls	Control assessment	Lead Member	Risk owner	Risk manager	Residual risk level (after existing controls)			Direct' n of travel	Mitigating actions (to address control issues)	Comments	Last updated
2021/22			Probability	Impact	Rating		Fully effective Partially effective Not effective				Probability	Impact	Rating				
LR5	Insufficient placement availability for children we care for: ensuring the timely availability of high quality placements for children we care for	Can impact Council's service judgements from OFSTED Increased financial cost due to increased complexity of need, lack of choice and availability and increased need for crisis provision Impact on patient flow though hospital settings, as small numbers of children may occupy bed in wards prior to a placements becoming available .	5	4	20	Placement sufficiency strategy 2020-25 developed and implemented with oversight of actions through monthly board chaired by DD for Corporate Parenting Increased investment in in-house fostering to increase capacity of in-house foster placements with ongoing recruitment campaigns Capital investment in development of new build OCC children's home due to open in spring 2023 Market engagement routinely taking place to inform Market Position Statement and Sufficiency Strategy Block contracts and frameworks in place and contract managed for commissioning of external foster and residential placements Monthly review of occupancy data for in-house OCC residential and fostering placement and for block contracts Implementation of new Young People's Supported Housing Pathway Robust approval and monitoring of unregistered arrangements by DD through weekly Placement and Resource Panel and escalations Weekly Placement and Resource Panel chaired by DD for sign off of placement requests and additional resources .	Partial	Cllr L Brighouse	Kevin Gordon & Stephen Chandler	Lara Patel & Pippa Corner	5	4	20	New	Development of business case for small residential homes and DfE funding underway Contract monitoring in place to enhance delivery of YPSA beds to ensure that all beds commissioned are delivered within agreed timeframe Project work underway to identify specific provision for increased numbers of unaccompanied children Project work underway to develop a robust quality & improvement system for placements Working with South Central Framework to develop specification for enhanced foster care recruitment Autumn recruitment campaign for in-house foster carers planned Recruitment to additional agency staff in Children's Brokerage to meet demand and backlog in placement searches	There has been a progressive increase in the overall number of children we care for, predominantly due to less children leaving care. The complexity of children's needs is increasing making it more difficult to find appropriate placements to meet their needs in a timely way. Covid has impacted on the availability of suitable foster care and residential placements which has impacted the already challenged national and local sufficiency of placements. There is a national shortage of secure beds. The reorganisation of HESC has impacted on staffing in children's brokerage with new staff requiring time to be inducted and gain experience.	New risk
LR6	Safeguarding of vulnerable adults: Failure to safeguard vulnerable adults. The Care Act 2014 places a duty on the council to work with other parts of the health and care system to safeguard adults at risk of abuse or neglect. Roles, responsibilities and accountability are set out in the act with the council being required to take the lead coordinating role.	<ul style="list-style-type: none"> Vulnerable people not protected from abuse or neglect. Serious injury or death of a vulnerable adult Significant reputational damage for the council 	3	5	15	Oxfordshire Safeguarding Adults Board oversees and scrutinises the safeguarding of vulnerable adults across all partners in Oxfordshire The act brought in the principles of 'Making Safeguarding Personal'. Oxfordshire is recognised as doing this well. Part of the principle is that people own their own risks - so it can never be completely mitigated away. Centralised Safeguarding Team which leads on incoming safeguarding concerns and the completion of all subsequent safeguarding activity. Clear statement of the minimum standards expected of care providers (from the County Council, the Care Quality Commission and the Oxfordshire Association of Care Providers) Monitoring of providers by the Council's Quality and Contracts Team. This includes performance information (complaints, safeguarding referrals, etc.), contract monitoring meetings, and quality monitoring visits and gathering feedback. These are measured against ten quality standards and an internal traffic light system. Working closely with the Care Quality Commission to identify and share issues to ensure they are dealt with appropriately. The Care Governance Group which is led by the council includes both the safeguarding lead for the Council and the Care Quality Commission. Publicise and provide clear communication on the ways in which a person can raise a safeguarding concern. Daily, weekly, monthly performance reports in place on the activity in the safeguarding team. Quarterly performance report to the Performance Subgroup of the board on wider partnership issues. Cross partnership training plan in place.		Cllr J. Hannaby	Stephen Chandler	Melanie Pearce	2	5	10	↔	The number of concerns reported to the council is increasing the methodology and approach through the consultation service is struggling to meet demand. The services is realigning resources to ensure adequate priority is possible. The timings of responding to and dealing with concerns and enquiries are monitored daily and reported via Operational Services management team. The quality of providers in Oxfordshire remains higher than elsewhere as evidence by the CQC ratings though clearly due to lock down there has been a reduction in the number of on site inspections carried out nationally by CQC, the resumption of inspections has started and we will review accordingly. Multi agency meetings have continued to take place to ensure appropriate sharing of information and other intelligence; regular audits of case work in place and a prioritised programme of quality visits has commenced. No additional actions are felt to be required but we will respond to any issues raised in the on-going monitoring. The current state of overall safeguarding activities and quality monitoring is reviewed monthly by the Directorate Management Team (DLT).		17/09/2021 - No changes

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LR7	Demand management - Adults- Adult social care services aren't help people remain independent and healthy for as long as possible	More people present with higher social care needs, reflecting not just the growth in needs in the population, but also the change in informal care, which will not rise as quickly as demand. People with needs, who did not come forward for care previously, now start to come forward with greater public awareness of social care. Those people who do come forward, have higher levels of need. People moving to social care funded services as health services also face reduced funding.	4	4	16	a. The service has an agreed model for predicting demographic pressure and this is funded by the Council, a robust system is in place to monitor demand, the councils response to demand and any ongoing pressures. b. Investment in services to reduce demand (e.g. reablement) and to support emerging models of support (Community Led). c. A pooled budget arrangement is in place with health which allows whole system investment and prioritisation. d. Referrals into the service via First point of contact and then onwards into locality teams continues to show and increase compared to the same time last year. The increase in referrals have been managed effectively and have ensured more people are supported outside of long term care. e. Medium and long term impact from Covid is still not fully known though we are starting to see increased activity in all our key areas (Hospital activity, Community activity and Safeguarding activity). f. Autumn and winter planning is taking place with partners across the health and care system. g. The implementation of the new Live Well At Home contract is in progress and we are actively working with providers to maintain continuity of services, and identify alternatives to support people's independence and reduce demand where possible.		Cllr J. Hannaby	Stephen Chandler	Pippa Corner	3	4	12	↔	Risk at target level but a permanent risk due to demographic pressures. These are being managed well in Oxfordshire and responding to demand is a core thread of the Adults transformation programme. Main issue in managing demand remains the performance of the reablement pathway (subject of a separate risk) which is monitored monthly with action plan in place. A retender of the reablement support provider was completed during August 21 with new service commencing in October 21. ASC transformation and Making it Happen approach have begun, in partnership with the voluntary sector and is progressing in line with plans, impacts are as expected.		23/09/2021 - Controls updated
LR8	Capital Infrastructure Programme Delivery	HIF1 potentially could cost OCC £6m per month after the end date of Nov '24. HIF2 could cost OCC £2m per month after Feb '25. Other risks could include: Withdrawal of funding, lack of accelerated homes delivered and potential breakdown in collaborative working across Oxfordshire local authorities. Reduced delivery of affordable housing and related impact on the community Lack of investment in road infrastructure to support current housing delivery and future planned growth leading to a sever impact on the network or the Council objecting to new development. Additional strain on the highways network that could restrict the county's ability to improve productivity. Lack of a strategic framework for future growth in the county. Constraint on economic development .	4	5	20	A Director has been allocated to focus on OCC Infrastructure Delivery which will address senior management capacity challenges. The role focuses on delivering the capital programme and establishing internal processes to speed up delivery e.g. a Programme Management Office has been established, a new ICT system for more effective Project Management is being introduced (Oct 2020) and new governance structure to deal with the volume of schemes in the pipeline and provide, for example, technical programme management, risk/assurance management, performance management and a broader partnership function. Temporary Additional skills and resources have been brought in to assist with the programme management of the major elements of the programmes. Review of major schemes to reflect changes in environmental legislation, and intelligence from early contractor engagement is under way.	Partial	Cllr D. Enright	Bill Cotton	Owen Jenkins	4	5	20	↑	A Service Improvement Plan has been enacted that links to the Communities directorate redesign and will ensure the long term resources and skills are put in place and all processes are modernised and to manage this large and complex set of programmes. A corporate Assurance Board has been set up, chaired by the CEO to ensure the cross council focus and support is in place to capture any issues early and enable the prioritisation of resources and effort where needed. Ongoing dialog with funding bodies such as MHCLG and Homes England takes place to manage funding agreements.	Mitigating Action that were put in place have taken effect and significant progress has been made in scheme delivery, and although some residual risk remains, the situation is improving, hence the risk reduced across the majority of schemes. However emerging cost pressures and programme pressures as a result of further scheme development have increased the risk of delivery on some key schemes. These are currently being actively managed.	30/09/2021 - Inherent and residual score increased, mitigating actions and comments updated.

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LR9	Local and community resilience : ensuring there are plans in place to support and engage communities with regards to resilience, cohesion, and community tension	Impact on Council's ability to deliver services if disruption affects particular locations, customers or staff. Potential reduction in public trust if the council is not seen to be acting appropriately.	3	4	12	Thames Valley Police and Safer Community Partnership are monitoring communities to identify any issues that may indicate escalating community tensions. Communication network in place including local Members to provide single consistent messaging via multiple trusted sources should it be needed.		Cllr N. Fawcett	Yvonne Rees	Rob MacDougall	2	4	8	↔	Health Protection Board, MOAC and Surveillance Cell in place to manage pandemic surveillance, implementation of restrictions and Oxfordshire System communications. Impacts of UK Transition being monitored by specific Oxfordshire System group and community tension risk being reviewed by Local Resilience Forum. Government Road Map to Recovery being reviewed by all relevant groups.	Covid remains the main factor envisaged to cause community tension although there is no significant intelligence being raised to this effect and rising cases are being managed by surge testing	17/08/2021 - No changes
LR10	Management of partnerships (non-commercial) maximising the use of effective partnerships to deliver strategic outcomes and community benefit.	Deterioration of key relationships could reduce the Council's ability to: • meet desired outcomes for residents, • achieve efficient delivery • take opportunities to improve services. It also has the potential to negatively affect public confidence in the Council (e.g. through inspection outcomes) Failure to work effectively with the local Voluntary & Community Sector (VCS) might impact on our ability to both support and utilise the capacity and capability of the sector to help generate community resilience, community willingness to effectively address local needs and help to reduce demand for services (e.g. prevention).	2	4	8	Ongoing management of existing relationships held at Cabinet and senior officer level, including sharing of priorities and early discussion of potential changes or challenges Supported by regular engagement and interaction at different levels of the organisation, including joint working initiatives and shared posts. Formal/informal meetings with main bodies and sector representatives. Participation and engagement in local partnerships, forums and project / policy development work. The Civilian / Military Partnership is implementing changes to how it operates, and has supported the Council to achieve Gold status under the Armed Forces Employer Recognition Scheme. Health and Wellbeing Board has oversight of development of Integrated Care System and pooled budget arrangements. Growth Board retains oversight of the implementation of the Housing and Growth Deal and Housing Infrastructure Fund schemes. Systems structures in place to deliver on-going response to CV-19 and plan for recovery. Liaison and planning arrangements in-place with VCS for Covid-19 community response, VCS resilience and recovery planning.		Cllr G. Phillips	Claire Taylor	Emily Schofield	2	3	6	↔	Maintain oversight of partnerships in the county to reflect new recovery systems working arrangements, including bi-laterals. New working relationships with VCS and infrastructure support contract are being developed, with new support arrangements to be in place by April 2022. Community development strategy and approach to be produced and implemented jointly with VCS and partners. Partners' engagement with / involvement in Community Resilience work will help to minimise the likelihood of this risk. Support Democratic Services with new Member induction packs and support new Portfolio Holder through advising and briefing of relevant relationships to establish as priority.		24/09/2021 - No changes

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LR11	Supply chain management: ensuring effective delivery through the supply chain	Delays to meeting service requirements or service provision.	2	4	8	The Procurement team has a contract in place for a credit check service that analyses the financial position of an organisation to determine a credit score. This information is used in the Tender evaluation process to select a suitable supplier and to monitor ongoing performance of current suppliers. Current suppliers that see a drop in their financial rating would trigger an alert that would be considered by the applicable contract manager.		Cllr C. Miller	Steve Jordan	Melissa Sage	2	4	8	↔	The Procurement team has a contract in place for a credit check service that analyses the financial position of an organisation to determine a credit score. This information is used in the Tender evaluation process to select a suitable supplier and to monitor ongoing performance of current suppliers. Current suppliers that see a drop in their financial rating would trigger an alert that would be considered by the applicable contract manager.	The Contract Management Intelligence Team, as part of Provision Cycle, is taking a more proactive role in identifying risks in the supplier and marketplace more generally. As part of the implementation of Provision Cycle, contract management procedures are being discussed with Service Areas, in order to agree respective roles.	13/09/2021 - No changes
LR12	Corporate governance: creating and embedding an effective and robust management and governance system that provides accountability and transparency.	Inconsistent, uncompliant or potentially unlawful actions/decisions. Inability to support Council's democratic functions / obligations (e.g. return to in person formal meetings and compliance with restored legal regime). Elements of the Covid-19 response may be compromised or delayed.	2	2	4	<p>Council governance framework is regularly reviewed and updated by senior managers and members.</p> <p>Constitution - updated and annually reviewed by Monitoring Officer and Full Council - Amendments made to the Constitution to facilitate return to in-person formal meetings with provisions for virtual attendance by non-voting members, the press and public.</p> <p>System of internal control - co-ordinated by the Corporate Governance Assurance Group; overseen by the Chief Internal Auditor; elected member oversight by Audit & Governance Committee, which reviews the Annual Governance Statement.</p> <p>Annual Governance Statement – annual opportunity to review the effectiveness of internal controls; signed by Leader and three statutory postholders (HOPS, MO, CFO); overseen by Audit & Governance Committee.</p> <p>Business Continuity Plans are in place which ensure that appropriate leadership of the Covid-19 response.</p> <p>Control measures implemented throughout 2019/20 and updates on key issues are reported to Audit & Governance Committee.</p> <p>Democratic decision-making processes are in place and reviewed as part of the Constitution Review and with regard to COVID regulations and virtual meetings processes</p>		Cllr G. Phillips	Anita Bradley	Glenn Watson	1	2	2	↔	<p>Continue to undertake control measures throughout 2021-22 and respond to specific matters as they arise.</p> <p>Annual Governance Statement process for reflecting back on the year 2020/21 is now completed, with approval from the Audit & Governance Committee. Process now begun for embedding Local Code of Corporate Governance and Annual Governance Statement process (for 2021/22 year) with ELT and CEDR. CEDR approved plan and first meeting held with ELT. ELT members being approached outside the meeting with detailed follow up.</p> <p>Corporate Governance Assurance Group leading a project to review/align governance processes between Cherwell DC and Oxon CC. CEDR has agreed a quarterly reporting process for CEDR/ELT and Corp Gov Assurance Group</p> <p>Proposals for a Constitution Review for Oxon CC agreed by Audit & Governance Committee and Full Council in March agreeing a fuller review to be owned by the new incoming Council after the May 2021 elections. Cross party working group approved by Audit & Governance Committee in September with outline terms of reference and timeline for the review. Political Groups being approached for cross-council membership of the Working Group.</p> <p>Elections successfully delivered and Induction Programme has completed its first phase. Consultation with the administration, CEDR and potential councillor working group to develop future stages. Sessions delivered to councillors on the constitution, finance, code of conduct, equalities and service overviews. Sessions also delivered in September to strengthen scrutiny skills for chairs and members, led by the Centre for Governance and Scrutiny.</p> <p>Meetings have returned successfully to physical form (Annual Council), in compliance with COVID safe rules with hybrid facilities for non-voting members, press and public and live streaming.</p>	Induction rolled out; decision making meetings continue to be held in physical form, with access rights in person and virtually for the public and other participants, and doing so in line with changing public health situation (e.g. relocation of meetings outside of Oxford City). The new administration formed. And training has been delivered to chairs and members of the three new scrutiny committees to help underpin the effectiveness of these new meetings and their work programmes. Constriction review getting under way (Autumn and Spring timetable) with cross-party working group which will make recommendations to the Audit & Governance Committee.	29/09/2021 - Changes to controls, mitigations and comments

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LR13	Workforce management: long term plans to ensure a capable and skilled workforce with the capacity to deliver required and new services.	Failure to manage the workforce and develop strategic HR plans may result in the following: •Recruitment and retention issues •Increased costs of agency staff •Increased costs in training and development •Underperformance or lack of delivery	4	3	12	On-going monitoring of issues and HR data. Key staff in post to address risks (e.g. strategic HR business partners, reward manager) Ongoing service redesign will set out long term service requirements .		Cllr G. Phillips	Claire Taylor	Karen Edwards	3	3	9	↔	Development and adoption of sector relevant workforce plans . Development of new People and Organisational Development strategy. The ability to interrogate and access key data (ongoing) in order to inform workforce strategies. Development of new Learning & Development strategy, including apprenticeships. Post Covid-19 recovery plans to support the workforce are under commission. These will include any lessons learnt and training needs and alignment with any new service delivery requirements arising from Covid-19. Weekly review of the absence data is being undertaken to identify areas of high absence.	As the response to Covid evolves and we move towards a new 'norm' such as greater agile working, both workforce and management development will require a re-focus to enable this transition for the long term. This risk remains stable. Absence as a result of Covid has fallen out of the top 5 reasons for sickness absence in Q1. Self - isolation rules change on 16 August 2021 which should see a significant reduction in staff having to self-isolate if they are double vaccinated although there are some exceptions for staff working with specific client groups. The situation continues to be monitored. Turnover (planned and unplanned) is significantly below the national level.	18/08/21 - Comments updated
LR14	Organisational Change and Service Design: ensuring there are effective plans and governance in place to deliver required organisational change.	The impact of the risk occurring would be failure to realise improved service delivery, quality and inability to respond to growing demands. It may cause inefficiencies, increasing costs and/or lack of delivery of planned savings. Furthermore inefficiencies may result in increased costs and/or lack of delivery of planned savings. The breadth of the programme means that it is built of many constituent parts, so that if any one project fails, it can be 'tied off', replaced or redesigned. This breadth means that risk is managed across a wide portfolio but it also requires the right capacity, skills and governance to ensure delivery.	4	4	16	All projects identify benefits to be delivered and long term financial implications (upfront costs and savings), supported by project plans. Financial benefits realisation articulated in all project plans, monitored via monthly highlight reports and our corporate reporting process. Systematic service improvement activity focused on demand management, and developing a more preventative approach to our services. All project resourcing considered monthly, roles allocated & additional 3rd party support commissioned where there is a lack of internal capacity. Organisation change and service redesign has been fully incorporated into business as usual and so scrutiny and assurance will revert to the Performance Scrutiny and Audit & Governance committees. This will be supplemented by detailed financial analysis that reflects the explicit link between the programme of work and the council's Medium-Term Financial Plan. Where joint activity is planned the Partnership Working Group review progress and delivery. Capacity and expertise is managed through inhouse resources (including development of new skills where necessary) and the use of external professional support where required – a mixed economy model of delivery. CEDR continues to manage in flight change projects and directorates have been directed where possible that implementation of change is to continue e.g. provision cycle, family safeguarding, front office transformation where possible. Delays and the consequences thereof will be considered by CEDR as the accountable body for change management.		Cllr G. Phillips	Claire Taylor	Tim Spiers	3	4	12	↔	Ensure that the Council's change agenda, including all existing programmes, is integrated into one overall portfolio of change programmes that lead and inform the Service and Resource Planning Process, and expand in scope where further savings are required. Continue to ensure that detailed planning and monitoring of projects fully understands interdependencies between projects. Ensure all change activity is fully aligned to, and supportive of, the corporate priority setting and Medium Term Financial Planning process. CEDR to regularly review the Council's portfolio of change programmes' (both corporate and service focused) fitness for purpose and delivery, as part of quarterly reviews reported to members CEDR to review impact of Covid-19 on organisational change a reprofile projects as required. Align work with CDC programmes wherever possible to achieve increased benefits. The IT Services are being closely joined which will support alignment	Initial consultation work on IT reorganisation complete, key posts now filled with staff supporting both CDC and OCC giving more alignment. Gartner have been engaged to undertake PMO maturity baseline and to identify areas for further improvement. The IT, Digital and Programme Board membership has been reviewed and refreshed to ensure all service areas are represented. Business Partners in the IT Customer Engagement team have been aligned to specific areas in the Council matching their experience and knowledge. These will be an initial contacts in IT for a service to explore and discuss change initiatives. Ensuring they are aligned with the broader Council change agenda and the IT Strategy.	15/09/2021 - Comments updated

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LR15	Financial resilience: ensuring there are effective plans in place to deliver a balanced budget and a sustainable medium term financial strategy	<p>Significant overspend at year end leading to:</p> <ul style="list-style-type: none"> • extensive use of general balances, taking them below their risk assessed level • extensive use of earmarked reserves resulting in no funding available for earmarked purpose • further savings or income generation required in year or across the life of the Medium Term Financial Plan (MTFP) <p>Further reductions to funding will require additional savings or income generation opportunities above those in the existing MTFP. Given the scale of the reductions already delivered and those planned, plus continuing rising demand in Adults and Children's services, the ability to respond to this, and quickly, could put at risk the setting of a balanced budget and MTFP.</p>	3	5	15	<p>Progress against current year's savings is tracked monthly and included in the Business Management Reports to Cabinet.</p> <p>Progress against future year's savings is also tracked monthly, and if necessary addressed as part of the Service & Resource Planning process Additional costs, loss of income and non-achievement of savings are being tracked and inform data returns to MHCLG.</p> <p>Savings under the banner of Organisational Change and Service Design being monitored on a project/activity level with detailed planning, milestones & reporting.</p> <p>Regular meetings between Directors and s151 Officer to discuss significant financial issues and risks.</p>	<p>Fully</p> <p>Fully</p> <p>Fully</p> <p>Fully</p>	Cllr C. Miller	Lorna Baxter	Ian Dyson	2	5	10	↔	<p>The financial impact of COVID- 19 is being tracked and is being reported to CEDR, Cabinet and Performance Scrutiny Committee and as part of the monthly Business Management report.</p> <p>The Government continues to provide grant funding to assist with the public health response and containment of further outbreaks, which is enabling targeting support to local businesses, communities and voluntary sector, without additional cost to the Council. The Government is also funding lost income on Sales Fees and Charges related to COVID, which we are claiming in accordance with the Government timetable. COVID related grants and funding are being reported routinely to CEDR. The longer-term financial impacts will become clearer during the recovery phase both locally and nationally, but currently remains uncertain.</p>		29/09/2021 - No changes

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LR16	Health and safety: ensuring effective arrangements are in place to meet our duties	Unsafe services leading to injury or loss.	3	4	12	H&S policies and procedures have been reviewed and adopted.		Cllr N. Fawcett	Steven Jordan	Paul Lundy	2	4	8	↔	COVID-Secure arrangements and safe working practices remain effective and are regularly reviewed to ensure they are inline with government guidance. Even though positive outlook with reducing cases controls are expected to remain in place for longer term e.g. IPC procedures including PPE.	Risk score remains amber to reflect increasing COVID cases nationally and in Oxfordshire. H&S Risk Assessments and Procedures remain effective in controlling workplace exposure and reducing transmission alongside vaccination programme. To achieve 'Green' RAG rating a downward trend and low case numbers needed to reduce likelihood of exposure.	24/09/2021 - No changes
		Risk Assessments completed including COVID-19.															
		Breach of legislation and potential for enforcement action.				Provision of PPE is priority area of focus for both standard work issue and additional infection control requirements for COVID-19.											
		Information and training programmes in place for staff and volunteers. Communications channels in place including COVID-19 focussed H&S information.															
		Financial impact (compensation or improvement actions)				H&S Governance Board maintains oversight of policy and practice with response to COVID-19 covered within business continuity support structure.											
		Additional budget has been allocated for rectifying all H&S and compliance items across our buildings and to bring full statutory compliance.															
		We have established a H&S and Compliance function within PIFM where the right expertise is now in-house to enable us to bring and maintain the right level of compliance.															
		H&S monitoring will be carried out in selected services to assess compliance subject to restrictions due to COVID-19;															
		Reporting of key data and issues to Leadership Teams and through business continuity support structure. This will include any incidents of work-related exposure to COVID-19 as per RIDDOR.															
		Home-working arrangements supported by advice, guidance, equipment etc., frequent messages from CEO and Internal Comms. Specific arrangements in place to provide equipment for those with specialist requirements or needs.															

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2021/22																	
LR17	Business continuity and recovery plans: Resilience to a additional significant disruption during the Covid-19 Response	Essential Council Services and Covid-19 Response services are unable to be recovered within a reasonable time frame. Impacts could include risk to life or welfare, financial loss (for example due to litigation) and reduction of trust in Council services	3	4	12	Business continuity plans remain under review to reflect the on-going COVID situation .The business continuity improvement programme has led to significant and has led to significant improvements including to a consistent approach to business impact assessments, service business continuity frameworks and business continuity plans.		Cllr N. Fawcett	Steve Jordan	Rob MacDougall	2	4	8	↔	Health Protection Board, MOAC and Surveillance Cell in place to manage pandemic surveillance, lifting of restrictions and Oxfordshire System communications Agile working guidance continues to be developed across services Business Continuity Plans have been reviewed and business impact assessments are being completed for 21/22.	Rising Covid cases in Oxfordshire have started to see a slight increase in staff absences. To date these are manageable levels and short term. The change in isolation regulations for vaccinated staff from 16th August should ease departmental pressures arising from short term staff shortages. Staff absence and impact on services continues to be closely monitored.	11/08/2021 - Comments updated
LR18	Cyber security: assurance that effective controls are in place to prevent security issues.	A serious and widespread attack (like WannaCry in Health or Ransomware attacks in Hackney and Recur) could mean the Council will not be able to function or support services, causing business continuity plans to be invoked. There may be less serious lower level theft of data or a publicity type attack.	4	4	16	A robust plan is in place and under continuous improvement. OCC and CDC are 'Cyber Security Essentials Plus' accredited. OCC are currently undertaking 'Cyber Essentials Plus' accreditation. OCC and CDC are PSN accredited. OCC and CDC are also working with other local government organisations to ensure a co-ordinated approach to Cyber Security events. Guidance has been re-issued to all staff on protective measures to take when home working, less secure apps have been disabled.		Cllr G. Phillips	Claire Taylor	Alastair Read	3	4	12	↔	The IT Service at CDC and OCC continue to manage cyber security threats in-line with the required 'Cyber Essentials Plus' standards. As part of the IT service redesign a joint OCC/CDC Cyber Security officer has been appointed , to undertake: •Responsibility for managing security threats and prevention methods •Working with Information Management to ensure implications of GDPR on data security are understood and built in •Working with partners to provide training so that every OCC user is aware of their role in preventing cyber threats •Documenting processes and policy to define roles, responsibilities and procedures •Maximising tech to reduce cyber risks •Ensuring all new and existing suppliers meet cyber security requirements Launched a 'Cyber Security Awareness' project to evaluate and improve Cyber awareness across the Council, including new eLearning material and security exercises. Implemented 'Microsoft Cloud App Security' which protects our use of cloud services, providing advanced threat detection against ransomware, inside threats and data leaks. Trialling an email banner to highlight external emails – providing protection against phishing attacks, spoofed emails and scams.	IT and Cyber Security Officer has been appointed to cover both OCC and CDC. The IT Service continues to work with colleagues and partners to manage the cyber security threat. IT technical resources from OCC and CDC are working closely to ensure both organisations are protected from Cyber security threats. Risk is being treated as a high priority due to the ongoing threat to all organisations. Our approach is guided by the National Cyber Security Centre (NCSC) and also informed by Gartner insight. Presentation made to Audit and Governance Committee regarding the current status and plans to ensure the organisation continues to do everything possible to manage the ongoing threat. Work is being planned to increase awareness. We are now engaging our annual PSN review. With the changes we have put in place this process has become easier to execute with less requirement on people resources. Our ongoing patching and asset management has helped the process. There is more work to be done but we have made great steps forward. NCSC have advised that all County Councils have an offline backup solution to fully mitigate against Ransomware. To add this to out infrastructure the cost would be in the region of £250k that has not been budgeted for. IT are now running an awareness programme. There is a national Cyber Security campaign in October, IT will be using this to promote the new 'Staying Safe Online' course to all staff across the Council. This will be advertised on the intranet and promoted in the manager's briefing. All staff are expected to complete the course and managers will be asked to monitor staff progress in doing this.	14/09/2021 - Comments updated

Ref	Name and Description of risk	Potential impact	Inherent (gross) risk level (no Controls)			Controls	Control assessment	Lead Member	Risk owner	Risk manager	Residual risk level (after existing controls)			Direct' n of travel	Mitigating actions (to address control issues)	Comments	Last updated
2021/22			Probability	Impact	Rating		Fully effective Partially effective Not effective				Probability	Impact	Rating				
LR19	ICT Infrastructure: assurance that IT infrastructure is reliable and fit for purpose	There is a risk of ICT failure which could disrupt our ability to sustain parts of the Council's services. We need to plan replacement as the back-up solution has started to fail intermittently. Council's ICT is inadequate and/or inappropriate to support extensive home-working during CV-19 response. Difficulties in providing ICT support for new/returning members of staff (and volunteers needing access to council systems?) Limited capacity/effectiveness in meeting the requirements of novel schemes/services required by Govt as part of CV-19 response	3	4	12	<div>All servers and services have been migrated (by the end of Q4 2019/20) to the new data centre equipment and are operational.</div> <div>The new backup service is operational. The cloud Disaster Recovery solution is configured and running.</div> <div>IT support and provision for new/returning members of Staff is functioning well and demand is being met. IT are working with Integrated Transport to deliver and collect equipment required by Staff working from home.</div> <div>IT Staff have been reassigned to meet any increase in demand due to COVID19 business requirements.</div> <div>IT have secured more laptops to help ensure we have stock in case there is delivery issues after Brexit.</div>		Clr G. Phillips	Claire Taylor	Alastair Read	2	4	8	↔	<div>Maintaining assessment to keep on top of changing needs of workforce, services and cyber threats under CV-19</div> <div>Ensuring sufficient staff cover is lined up to keep ICT running in the event of staff illness</div> <div>Replacement datacentre, disaster recovery and backup solution are fully operational.</div> <div>Datacentre network equipment has been updated and the amount of core space used rationalised.</div> <div>Measures remain in place together with the resilience testing to maintain core IT services.</div> <div>Staff resources are assigned to the most in demand IT requirements.</div> <div>An expanded duty team will support delivery of critical services out of hours</div> <div>New joint cyber security officer has been appointed which enables an even greater focus on protecting the organisation against possible cyber-attacks.</div> <div>Business Continuity Plans and Risk have been updated since the COVID-19 outbreak to capture all new learnings. Mitigation has been put in place to create COVID-19 bubbles to ensure essential staff are separated in case of infection.</div> <div>All projects have been prioritised to ensure that critical work can continue in case of 2nd or 3rd wave.</div> <div>A proposal for a more cost effective and less complex DR solution has been agreed and procurement will start this month for installation in November. This should be able to remove this risk. Procurement is happening this week. Installation pushed back until December.</div> <div>Installation of more cost effective DR is underway. Completion by Feb 2021.</div> <div>Due to COVID work this has been delayed. We also fixed some networking issues that had caused outages over the last 3 Sundays, making the infrastructure even more resilient.</div>	We now have a migrated datacentre, the DR solution is in place and less complex than previous. We have tested all parts of the solution. We now have to run a full DR test to confirm our testing. In preparation for DR testing all servers have be prioritised according to the services they are running. This has been paired with the priority applications list approved by the Business Continuity Steering Group. Work continues to record the point to which we can restore data to for each application for presentation and awareness to Business Continuity Steering Group.	14/09/2021 - Comments updated

Ref	Name and Description of risk	Potential impact	Inherent (gross) risk level (no Controls)			Controls	Control assessment	Lead Member	Risk owner	Risk manager	Residual risk level (after existing controls)			Direct' n of travel	Mitigating actions (to address control issues)	Comments	Last updated
2021/22			Probability	Impact	Rating		Fully effective Partially effective Not effective				Probability	Impact	Rating				
LR20	Covid-19. Ability of the Council to focus on recovery and renewal from the COVID-19 period while retaining the capacity to adapt and respond to new developments and requirements, and deal with new increased levels of service demand	<ul style="list-style-type: none"> Ongoing pressures on service delivery with increased level of service demand and ongoing limitations on delivery may reduce the Council's ability to deliver its objectives Long term direct and indirect impacts of COVID on community, economic and individual wellbeing including the differential impact on different sections of society, 	4	4	16	<p>System-wide pandemic governance is in place.</p> <p>The Council has prepared, revised and is delivering a Local Outbreak Management Plan to minimise the spread and impact of COVID-19. This has been updated in September 2021 to reflect the changing course of the pandemic.</p> <p>Coordinated communications continue to public, stakeholder and staff audiences</p> <p>Regular updates from Director of Public Health, shared internally and externally.</p> <p>A RAG rating reporting system is in place to provide updates at directorate/service level on a fortnightly basis for areas forecasting significant staff and service pressures due to COVID-19 impact. This data is monitored at OCC/CDC Silver and escalated to CEDR (Gold) as required).</p> <p>Recovery and renewal planning is underway within the system governance structures and through sector specific partnerships (eg Health and Wellbeing Board and OxLEP)</p>		CLlr G. Phillips	Claire Taylor	Robin Rogers	3	3	9	↔		The Council's Recovery Strategy (Re-start, Re-Cover and Re-New) has been revisited and a report was submitted to Cabinet in June 2021 to reassess recovery planning alongside the controls and capacity that need to remain in place through the transitional horizon. Further reporting will come forward in the autumn on lessons learnt and recovery and renewal	09/09/2021 - Description, impact and controls updated
LR21	Construction Resources and Skills shortages - Availability of construction materials and skills could lead to high inflation or construction projects and a potential lack of appropriate skills and resources to complete programmes on time/ budget.	<p>Impact on Property, Major Infrastructure and Maintenance programmes.</p> <p>Projects get stalled.</p> <p>Increased costs mean fewer projects can be completed within funding envelopes.</p> <p>Skills shortages lead to increased costs.</p> <p>Skills shortages lead to projects slowing down or being undeliverable.</p> <p>Contractors unable to commit to quoted prices due to market conditions.</p>	4	4	16	<p>Grow your own – bringing in more junior staff and training them up.</p> <p>Utilisation of contracted and temporary staff where necessary.</p> <p>Increased supply chain base to increase the chances of success.</p> <p>Closer working with supply chain partners to influence an Oxfordshire first strategy.</p> <p>Communicating longer term programmes to gain market confidence.</p>	Partial	CLlr T. Bearder	Bill Cotton	Owen Jenkins	4	4	16	↔	<p>Further work with supply chains to secure resources for Oxfordshire.</p> <p>Communication with government departments to increase flexibility and funding.</p>	<p>There maybe a need to rebalance programmes if risk is realised, and prioritise those projects that give the best outcomes, delaying or halting those that are less favourable.</p>	30/09/2021 - No changes

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Summary of Financial Position at August 2021

Introduction

1. This annex sets out the latest financial monitoring information for the 2021/22 financial year and is based on information to the end of August 2021. This report focuses on key issues, risks and areas of emerging pressure.

The following additional information is provided to support the information in this

Annex:

Annex C – 1 (a) to (f)	Detailed directorate positions
Annex C – 2a	Virement Summary
Annex C – 2b	COVID-19 forecast and virement request
Annex C – 2c	Virements to Note
Annex C – 3	Government Grants Summary
Annex C – 4	Earmarked Reserves

Overall Financial Position

2. The table below sets out that there is a forecast overspend of £1.4m or 0.3%. Further detail is set out in the directorate sections below. Where variations to the budget are reported, management action is being taken and the forecast is likely to change by the end of the year.

Directorate	Latest Budget	Forecast Spend	Variance	Variance
	£m	£m	£m	%
Children's Services	139.7	141.5	1.8	1.3
Adult Services	198.8	198.8	0.0	0.0
Public Health	0.2	0.2	0.0	0.0
Environment & Place	61.1	62.2	1.1	1.8
Customers, Organisational Development & Resources	33.3	33.0	-0.3	-0.8
Commercial Development, Assets and Investments	50.3	49.1	-1.2	-2.4
Total Directorate Budgets	483.4	484.8	1.4	0.3
Corporate Measures	-483.4	-483.4	0.0	0.0
Total Forecast Position	0.0	0.0	1.4	0.3

Directorate Financial Positions

Children's Services

3. The Children's Services budget is £139.7m.
4. As at the end of August a £1.8m variance to the budget is reported for Children's Services. All of the variation is within Children's Social Care, but there are a number of risks which also need to be monitored during the year.

Service Area	2021/22 Latest Budget	Forecast Year End Variation
	£m	£m
Education & Learning	32.8	0.0
Children's Social Care	35.9	1.1
Children's Social Care Countywide	65.9	0.7
Schools*	0.2	0.0
Children's Services Central Costs	4.9	0.0
Total Children's Services	139.7	1.8

*Maintained Schools are funded by Dedicated Schools Grant

Education & Learning

5. Within Education & Learning the biggest risks relate to Home to School Transport and the Special Educational Needs (SEN) service.
6. There was a significant underspend in Home to School Transport in 2020/21. This is unlikely to be repeated as it was in part linked to home learning for many children for part of the year due to the COVID-19 pandemic. However, the benefits realised through alternative or more efficient transport solutions should materialise and result in ongoing cost reductions. These reductions are expected to offset the impact of demographic growth in the autumn term when school places are taken up and routes finalised.
7. Within the Special Education Needs service there are considerable pressures on the SEN casework team and the Educational Psychologists due to the continued high number of education, health and care plan (EHCP) requests. This additional workload is likely to result in a budget pressure if additional staff are required to manage the demand. Further work has identified that the level of demand for assessment and additional SEN support is also higher than anticipated. This is likely to be an effect of the COVID-19 pandemic and further work is underway to identify options for managing this.

COVID-19 Impact

8. Committed and agreed spend on COVID-19 to date is forecast to be £0.8m. There are a number of emerging pressures which may increase this forecast over the coming months, and it may be necessary to keep resources in place for longer than currently planned. £0.4m of the agreed spend relates to an ongoing

commitment to support early years sufficiency by supporting providers at risk of closure. £0.2m relates to meeting pressures within paediatric therapy services where waiting lists have increased as a result of COVID-19. The balance relates to attendance, elective home education, SEN casework and admissions pressures.

Social Care

9. Within Children's Social Care there are risks in relation to spend on agency social workers, where it is anticipated there will be a £0.7m overspend, and also around placements for children we care for.
10. Recruitment and retention of front-line children's social workers is an issue in the majority of local authorities and represents an increasing challenge in Oxfordshire. COVID-19 has amplified these pressures with workers dealing with higher levels of need and complexity of cases.
11. Based on the current use of agency social workers it is anticipated that there will be an overspend within the front-line social care teams of at least £1.1m this year. Work is ongoing to address the vacancies over the medium term, which may reduce the pressure in future years if successful, but there remains a significant risk this pressure could significantly increase further this year. Additional work is underway to look at solutions over the longer-term, but it is currently anticipated that a pressure will continue in to 2022/23.
12. Consideration is also being given to the impact that COVID-19 has had on this area of spend and the forecast will be updated in future reports. The main effects relate to an increase in both the use and hourly rate for agency social workers. The regional Memorandum of Cooperation which aims to control the cost of agency staff has been unable to continue to operate due to service demand regionally. This is creating increased competition for available experienced social workers, which in turn has led to increased hourly rates across the region. In addition, the high agency rates available to experienced temporary staff appear to have had an impact on the ability of Oxfordshire to recruit and retain our own permanent experienced social workers, although recruitment of newly qualified social workers remains stable. It is challenging to identify the exact impact of COVID-19 on these costs, but further work is being completed to provide further detail and an update will be provided in the next report.
13. In addition to the impact on staffing an overspend of between £0.6m to £0.8m is forecast within Corporate Parenting, in relation to placement spend. This has mainly been caused by a greater than anticipated increase in unit costs, particularly within residential placements. Further work is underway to understand the proportion which relates to a change in children's needs, and the proportion relating to a change in market prices. The cause is likely to be a mix of the COVID-19 pandemic restrictions which have resulted in higher costs for placement providers, a national increase in demand for placements, the sufficiency issues within the market, and potentially increased needs of some children.
14. Placement spend for children we care for is strongly linked to demand and complexity of need and continues therefore to be driven by the number and needs

of children we care for across the year, along with market conditions which determine unit prices. Residential home placements regularly cost in excess of £0.2m per annum and therefore a small change in demand can have a significant effect on the budget.

COVID-19 Impact

15. The effect of COVID-19 on spend within Children's Social Care will continue to be monitored. There is likely to be a longer-term impact on children and families due to the social and economic impacts of the pandemic. This is seen both in terms of increased demand and one-off costs, and also complexity of cases that front-line teams are experiencing. This is reflected in authorities across the country.
16. The most significant increase in demand to date has been seen within social care contacts which have much higher over the last 12 months and are expected to continue during much of this financial year. There is also significant pressure within Family Solutions Plus teams due to an increase in assessments, delays in court timescales, and increased complexity. At this stage there is no certainty on how long or how significant this increased demand will be, but it may also lead to an increase in children the council cares for over the medium term, which would affect the forecast for placement spend.
17. At present the forecast spend on COVID-19 for Children's Social Care is £1.5m, however there are a number of emerging pressures and it may be necessary to retain additional resources and spend for a longer period than currently forecast. Significant pressures include £0.3m for additional resources in the Multi Agency Safeguarding Hub and £0.8m for additional resources in Family Solutions Plus teams to increase capacity.

Dedicated Schools Grant (DSG)

18. As part of the external review of the Council's accounts for 2020/21, it was confirmed that all DSG unspent balances must be moved to the new Unusable DSG reserve. This reserve is for the DSG deficit arising from the High Needs overspend. There are expenditure commitments in 2021/22 that are funded from unspent elements of the 2020/21 DSG. This technical adjustment means that an additional overspend of £0.9m on High Needs and £0.7m on Early Years must now be reported. This overspend will be transferred to the Unusable reserve at year end, and as such has no impact on the expected position as at 31 March 2022.

High Needs DSG

19. In the budget agreed in February 2021 it was forecast that the High Needs DSG, which funds education for children and young people with Special Education Needs and Disabilities (SEND), would be in deficit by £11.7m in 2021/22. At present the forecast remains in line with the budget agreed in February, but due to the above technical adjustment the variance reported is now £12.6m. As reported within the Education section of this report demand for SEND support is higher than had been anticipated, which is creating a pressure within services funded by High Needs DSG. This is likely to be affected by the COVID-19 pandemic and further work is being completed to identify the extent of this pressure.

Early Years DSG

20. Early Years DSG has previously been reported as breakeven but due to the above technical adjustment, the variance, which will be transferred to the Unusable Reserve is now £0.7m.

Contain Outbreak Management Fund (COMF)

21. In 2020/21 Children's Services was allocated £1.0m of COMF funding. with £0.4m was spent by the end of the financial year, leaving a balance of £0.6m, which is forecast to be spent during 2021/22. Significant programmes include £0.3m to provide additional support to young people in supported accommodation and £0.2m to support children at risk of exploitation to access education.

Adult Services

22. The service is currently forecasting a breakeven position against a budget of £198.8m. The directorate forecast outturn includes £0.5m of costs relating to COVID-19.

Service Area	2021/22 Latest Budget	Forecast Year End Variation
	£m	£m
Better Care Fund Pooled Budget	82.9	0.0
Adults with Care and Supporting Needs Pooled Budget	97.6	0.0
Non- Pool Services	13.0	0.0
Commissioning	5.3	0.0
Total Adult Services	198.8	0.0

23. Reflecting the position at the end of 2020/21, £10.7m is held in the council's reserves. £7.9m of this will be used to meet future cost pressures within Adult Social Care, including £2.2m for anticipated pressures relating to mental health needs.

24. The amount transferred to reserves also includes an additional £2.5m that was released from the Council's contribution to the Better Care Fund Pool as a result of an additional contribution from the Oxfordshire Clinical Commissioning Group (OCCG) over the last two financial years. The expectation is that £1.6m of this will be used to support financial pressures in the Better Care Fund pool in 2021/22.

Better Care Fund Pooled Budget

25. A break-even position is reported for the council elements of the pool but there are on-going risks and uncertainties around activity levels and the on-going impact of the Hospital Discharge Scheme and COVID-19 pandemic.
26. To date there are no costs arising as a result of COVID-19 that require additional funding in 2021/22. The longer run impact of COVID-19 on the level of need in

the local population remains unclear.

27. The pool combines health and social care expenditure on care homes, activity relating to hospital avoidance and prevention and early support activities for older people and adults with physical disabilities.
28. The initial budget contributions to the pooled budget in 2021/22 need to be agreed by the Joint Commissioning Executive (JCE) in October 2021. Because of the on-going impacts of COVID-19, OCCG have confirmed that the temporary funding regime that they have been working under for the first 6 months of the year has been extended to the end of this financial year. The continued expectation is that each partner will manage their own variations against the agreed contributions for at least the first half of the year.
29. Subject to agreement by the JCE (but assumed within the agreed budget) the council's share of the Better Care Fund held within the pool is £26.337m. This has increased by 5.3% (£1.3m) in 2021/22. An update on the agreed use of the additional funding supporting Adult Social Care services will be provided in future reports but it is anticipated that some of this funding will be used to support the cost of joint teams supporting hospital discharges.
30. The new Live Well at Home contracts for the provision of home care and reablement, are scheduled to commence on 1 October 2021. A dedicated mobilisation team will support the smooth transition into these new contracts. This will require up to £0.3m of extra one – off funding to backfill posts and cover other associated costs; the cost of this team is included within the current forecast position.
31. The Hospital Discharge Scheme continued to provide funding for up to 6 weeks for anyone who needs to be assessed on discharge from hospital or to avoid admission to hospital up until 30 June 2021. From 1 July until 30 September 2021 the scheme has funded up to four weeks of care for people discharged from hospital. The scheme is now anticipated to continue in the second half of the year, but details are yet to be confirmed. As at 31 August 2021 £0.4m of social care costs had been charged against the scheme in 2021/22.
32. The total number of care home placements is currently 8% lower than in February 2020, however activity is beginning to increase over the first 5 months of the year and the forecast assumes the level of activity will continue to rise during the year. This will continue to be monitored and reported on in subsequent months to assess the on-going impact of COVID-19 on levels of need. The average cost of a care home placement is currently £848 per week; if 20 new placements over and above the forecast level were made at the beginning of September 2021 those would cost an estimated £0.5m for the remainder of the year.

Adults with Care and Support Needs Pooled Budget

33. A breakeven position is currently being reported. There are currently no costs arising as a result of COVID-19 in 2021/22 that require additional funding.

34. The pool supports a mix of health and social care needs for adults of working age with learning disabilities, acquired brain injury or mental health needs
35. The budget contributions to the pooled budget in 2021/22 will be agreed by the JCE in October 2021. The OCCG contribution to the pool is now proposed to be £18.3m a 3.9% increase on last year. The arrangements to manage variations to the pool need to be agreed by the JCE but the expectation is that for the first half of the year the arrangements for 2020/21 will continue with the council managing the majority of any variation.
36. There is a £0.2m forecast underspend for Learning Disabilities, this is a £0.2m reduction from last month, this will continue to be monitored throughout the year.
37. An overspend of £0.2m relating to the cost of people with mental health needs falling outside the scope of the Outcome Based Contract with Oxford Health Foundation Trust is included within the forecast, with the council responsible for all of the £0.2m pressure under the current risk share arrangements, this is a £0.2m reduction from the last report.

Non-Pool Services

38. A breakeven position is being reported for all non-pool services. Included in the forecast is £0.5m of expenditure relating to costs arising from the COVID-19 pandemic. This relates to additional staffing costs to support review activity.

Commissioning

39. A breakeven position is being reported.
40. The new Health, Education & Social Care team has now been live since March 2021. The recruitment process for a number of posts is on-going so agency staff are providing interim cover to allow service delivery to be maintained. It is still anticipated that the additional cost of these agency staff will be offset by staff vacancies currently existing within the structure. An update on the latest position will continue to be provided on a monthly basis.

COVID-19 Ringfenced Grants

41. A fourth tranche of Infection Prevention and Control (£1.8m) and Rapid Testing grant funding (£1.3m) to support adult social care providers with infection control and costs associated with rapid testing needs to be used to support eligible spend from 1 July 2021 to 30 September 2021. The £3.1m funding was received by the council in July 2021; 70% of the grants must be passed to care homes and domiciliary care providers by mid - August in line with the grant conditions. The remaining 30% is available to be used to support infection control and associated rapid testing costs on a discretionary basis and will be passed to providers on a similar basis to the third tranche. As of 31st August, £1.1m of the mandatory element of the Infection Prevention and control grant had been passed onto providers, £0.8m to care homes and £0.2m to domiciliary care providers. £0.4m of the discretionary element of the grant has been allocated to providers, £0.3m on additional domiciliary care and £0.1m additional support for people using direct payments. £0.8m of the mandatory element of the Rapid Test grant funding was passed to care homes, £0.3m of the discretionary element was distributed to care

homes and domiciliary care providers in accordance with the guidance. The remaining balances, £0.3m for Infection Prevention and Control and £0.2m for Rapid Testing will be distributed during September.

42. £4.1m received through the third tranche of Infection Prevention and Control and Rapid Testing grant has been used to support eligible spend from 1st April 2021 to 30th June 2021. As at 30 June 2021, £1.7m of the mandatory element of the Infection Prevention and Control grant had been passed on to providers, £1.2m to care homes and £0.5m to domiciliary care providers. The £0.7m discretionary element has been used to provide additional funding for domiciliary care and external daytime support providers, as well as people using direct payments and residential providers on the Oxfordshire homelessness pathway. £0.1m of this grant was not utilised by the providers and will be repaid to the DHSC as stated in the guidance. £1.0m of the mandatory element of the Rapid Test grant funding was passed to care homes. The £0.7m discretionary element was distributed to care homes and domiciliary care providers in accordance with the guidance. £0.1m of this allocation was unspent by the providers at the end of the grant period and will be repaid to the DHSC.

Other Government Grants

43. The council will receive funding from DHSC to facilitate timely discharges into the community to reduce the number of people with learning disabilities who are inpatients, which was used to help fund housing modification within the service – the level of funding for 2021/22 is awaited.

Public Health

44. A breakeven position is reported. An underspend of £0.4m against the Public Health Grant will be carried forward through the Public Health reserves and used to fund eligible spend in future years.

Service Area	2021/22 Latest Budget	Forecast Year End Variation
	£m	£m
Public Health Functions	31.2	-0.4
Public Health Recharges	0.6	0.0
Grant Income	-31.6	0.0
Transfer to Public Health Reserve		0.4
Total Public Health	0.2	0.0

45. There are no anticipated increases in costs or loss of income arising from the COVID-19 pandemic for this financial year but there is a possibility of a continuation of one-off savings due to reductions in service provision in line with national directives. Team members will be called upon for expert advice & Information, but costs of backfill will be covered from the Test and Trace Service Support Grant.

46. There is a £0.2m underspend relating to staff vacancies. The sexual health service is reporting a £0.1m underspend. There is also a £0.1m underspend being reported within substance misuse.
47. Following a change in the responsibility for all council funded Domestic Violence budgets, this is now reported as part of Public Health.
48. A risk to the service is noted related to the recent National Health Service (NHS) pay award as sexual health and public services for 0–19-year-olds are delivered by NHS providers. In 2021/22 the value of the pay award is not reflected in the grant creating a possible risk estimated at £0.4m, an update will be provided in future months.

Government Grants

49. The Public Health grant is £31.7m. This includes £0.2m awarded to Oxfordshire to support us to deliver routine commissioning in relation to pre-exposure prophylaxis (PrEP) for HIV.
50. The council will receive a £1.1m ringfenced grant to help fund the provision of support within safe accommodation for victims of domestic abuse in 2021/22 in accordance with the new Domestic Abuse Act. To meet the requirements of the Act, a needs assessment is being undertaken, which will lead to a review of the Domestic Abuse strategy and will direct how the funds are spent.
51. The Community Testing Programme grant (CTP) aims to accelerate a reduction in prevalence of COVID-19 by identifying asymptomatic cases through local testing. The county council has worked in collaboration with the district councils and testing in Oxfordshire began in early February 2021. The four Community Testing Sites closed at the end of June 2021 and a final grant claim for those arrangements was submitted to the Department of Health & Social Care (DHSC) in July 2021. The total cost of the four sites from April to June 2021 was £0.645m. The council has received grant totaling £0.535m for April & May with the June 2021 claim outstanding.
52. From August 2021, home test kits will be available for collection from 38 libraries in Oxfordshire. In addition, there is an ongoing expression of interest process to identify community-based projects who can assist in handing out home test kits to disproportionately affected and underrepresented Groups. Grant funding is now capped based on the number of sites and hours of operation and additional costs incurred over and above existing budgeted activity need to be claimed from DHSC monthly. The submitted plan includes costs totaling £0.094m until the end of September 2021. Based on expected activity the anticipated costs are within the maximum capped grant funding for each month. A claim for £0.048m for costs associated with developing the new arrangements in July 2021 has been submitted to DHSC, with a further claim of £0.023m for costs incurred in August
53. The council has been awarded £0.2m from Public Health England in relation to Adult Weight Management to be spent in 2021/22. This is being used to support additional weight management programmes addressing dietary intake, physical

activity, and behaviour change for adults who are overweight or living with obesity.

54. The Drug Treatment, Crime and Harm Reduction Grant (£0.4m) will be used to enhance support for criminal justice clients including additional harm reduction interventions such as needle exchange and Naloxone, additional residential treatment capacity, dedicated workers for the Criminal Justice pathway, and a further community based “Refresh Café” recovery project.
55. In 2020/21 the council received £2.9m Test and Trace Service Support Grant to support the mitigation against and management of local outbreaks of COVID-19, including the four key pillars of:
- Surveillance of data and intelligence to monitor COVID-19 activity
 - Communication to support the minimisation of COVID-19 outbreaks
 - Rapid testing in Oxfordshire
 - Measures to interrupt further transmission
56. £1.6m is available to support eligible spend in 2021/22. As at the end of August 2021 all of the £1.6m had either been spent or is committed to meeting on-going costs of support the four pillars. Final audit sign off is required by 30 June 2022.

Environment & Place

57. The latest budget for Environment & Place is £61.0m.
58. This Directorate is made up of three individual service areas: Planning & Place, Community Operations and Growth & Economy and a directorate management area, which includes the redesign budget saving. Each area is responsible for a specific function to ensure an effective delivery of Council’s corporate objectives through an effective and efficient use of council’s resources.
59. An overspend position of £1.1m (1.8%) has been forecast compared to a budget of £61.0m. There are no significant changes to note in the Environment and Place directorate in the August monitoring. The overall overspend position remains at £1.1m.

Service Area	2021/22 Latest Budget	Forecast Year End Variation
	£m	£m
Planning & Place	3.4	-0.2
Community Operations	58.7	0.3
Communities Management	-1.2	0.0
Growth & Economy	0.1	1.0
Total Environment & Place	61.0	1.1

60. As reported previously there are a number of key issues arising throughout the year. Most of this is in Growth & Economy where there is a forecast overspend of £1.0m. This pressure is primarily due to funding sources to support this new team not being realised and the reliance on agency staff, in some cases, to bring in

skills that are currently not available within existing teams but critical for the delivery of the programme.

61. There is also a potential pressure in Communities Management due to service redesign savings not being met in full. Work is continuing to explore additional options available to find in-year mitigations to offset against this pressure.
62. Community Operations services have identified a potential issue in their forward forecast for a severe winter period meaning that there may be increased amounts in defects repairs. This is anticipated to be managed within the service by taking mitigating measures now. Moreover, there is a further anticipation of a pressure within School Transport due to lack of coach drivers (as a result of HGV driver shortage) or taxi drivers (due to Afghanistan evacuation). Some impact is already being felt, but once again is being managed within the scope of existing budgets.

Customers, Organisational Development & Resources

63. The latest budget for Customers, Organisational Development and Resources is £33.3m.

Service Area	2021/22 Latest Budget	Forecast Year End Variation
	£m	£m
Corporate Services	2.4	0.0
Human Resources & Organisational Development	3.2	0.0
Communications, Strategy & Insight	2.8	-0.3
ICT & Digital	10.3	0.0
Culture & Customer Experience	8.6	-0.2
Finance	6.0	0.3
Total Customers, Organisational Development & Resources	33.3	-0.2

64. The focus of the Customers, Organisational Development & Resources (CODR) Directorate is on working with members to set the direction of the Council and support the organisation through a period of significant change. This directorate is made up of six individual key service areas: Corporate Services, Human Resources & Organisational development, Communications Strategy & Insight, ICT & Digital, Culture & Customer Experience and Finance.
65. Customers and Communications, Strategy & Insight are forecasting an underspend of £0.5m (1.5%) when compared to the budget of £33.2m. There is an overall increase in underspend of £0.2m to the previous report. The underspend primarily relates to various underspends in Culture and Customer services. However, the service anticipates that most of the underspend will likely be offset through recruitment exercise within the registration service.

66. Finance are reporting an estimated £0.3m overspend position for August. This is primarily attributable to increased demand on the services resulting in an increase of resource within the function. Due to the immediate requirement to meet the existing demand there is also a temporary reliance on more expensive temporary staff to deliver the work required.

Commercial Development, Assets & Investment

67. This directorate is made up of three main service areas, Legal Services (including Procurement), Property Investment & Facilities Management and Fire & Rescue and a directorate management area.
68. Commercial Development, Assets & Investment directorate are currently forecasting an underspend of £1.2m (2.4%) position when compared to the budget of £50.3m.

Service Area	2021/22 Latest Budget	Forecast Year End Variation
	£m	£m
Property & Facilities Management	18.4	-1.3
Law & Governance	7.0	0.1
Fire & Rescue and Community Safety	24.8	0.0
CDAI Management Costs	0.1	0.0
Total Commercial Development, Assets & Investments	50.3	-1.2

69. The overall underspend position within the directorate mainly reflects the impact of an ongoing restructure in Property, Investment & Facilities Management services. The new structure is anticipated to be finalised by the end of the financial year and the service would be aligned towards a breakeven position. With restructure completed the directorate will focus on delivering a balanced budget by reviewing existing pressures and savings within the service.
70. Legal services are currently forecasting a small overspend of £0.1m, although there has been no change in previously reported position. There is an underlying budget pressure due to increases use of external counsel (barrister) for children's social care court cases and the increased reliance upon locum provision due to recruiting difficulties.
71. Legal services are currently working to recruit to outstanding posts and reviewing external counsel spend on children's social care cases to assess how these pressures can be mitigated throughout the year.

Corporate Measures

General Balances

72. General Balances at 31 March 2021 were £34.6m and are forecast to be £33.2m by 31 March 2022, after taking account of the current forecast directorate overspend of £1.4m. This is £4.4m higher than the risk assessed level of £28.8m.

Reserves

73. Following the external audit of the Statement of Accounts for 2020/21 the Earmarked Reserves opening balance has been amended to £157.0m. The change relates to the treatment of the unspent DSG grant which has now been transferred to the DSG unusable reserve.
74. As set out in Annex C-3 Earmarked Reserves are forecast to be £169.1m on 31 March 2022. The change of £1.0m since the last report relates to a revised forecast for the use of Adult Social Care funding being held in the Budget Prioritisation Reserve.

Use of COVID-19 Reserve

75. To date, £1.4m has been transferred to Children's Services to support pressures in Education and Children's Social Care along with the further drawdown of £1.0m agreed by Cabinet on 21 September 2021 to cover COVID-19 expenditure incurred by directorates between April and June 2021. A total of £8.9m is forecast to be spent in 2021/22. After this has been transferred there will be a balance of £23.4m which will be used to fund any additional commitments in 2021/22 and expected additional costs in 2022/23 and 2023/24. It remains difficult to predict what further resources will be needed during the autumn/winter and the forecast will be updated in future reports.

Grants

76. As set out in Annex C-3 government grants totaling £416.0m will be received by the Council during 2021/22 and have increased by £0.1m since the last report. Changes this month include the first instalment of the Tax Income Guarantee Scheme for Business Rate losses Infection Control Grant (£0.5m) offset by a £0.4m reduction in the DSG High Needs Block grant.
77. The Tax Income Guarantee scheme for Business Rate losses in 2020/21 will be paid in two instalments in 2021/22. The first instalment of £0.5m which represents 50% of the estimated grant entitlement for the year has been received. The second instalment will be made following receipt and publication of the NNDR3 outturn data for 2020-21 for business rates. The total grant will then be adjusted to reflect the outturn data taking into account the first instalment. Cabinet are recommended to agree the transfer of the first instalment of £0.5m to be transferred to the Business Rates Reserve which is held to manage any fluctuations Business Rate income that the Council receives.
78. As set out in Annex 2b Cabinet are recommended to approve a virement relating to the allocation of the Key Stage 2 Moderation and Key Stage 1 Phonics grant. Although the grant of £21,000 is unringfenced it is recommended that it is allocated to Children's Services to be used in line with the intended use of the grant. This is

to support the provision of moderation, monitoring and training for primary schools to ensure they are aware of and comply with statutory assessment arrangements at each key stage.

Medium Term Financial Strategy Savings

79. The 2021/22 budget includes planned directorate savings of £16.1m. £12.1m or 75% are expected to be delivered by year end.
80. £2.6m or 16.4% are rated amber. These mainly relate to the £2.0m savings in Adult Social Care reducing the demand pressures in the pools by 1%. By increasing the focus on maximising use of residential and nursing beds available through existing block contracts and minimising the length of any vacancies and looking for creative ways to meet needs at lower cost while also helping people to be as independent as possible spend was reduced by around 1% in the second half of 2020/21 with an on-going full year effect of £2.0m from 2021/22. The process to maintain the saving is on-going so the saving is currently shown as amber until there is more certainty about the position later in the year. However, the forecast spend across the pools is being managed within the funding available.
81. £1.3m or 8.3% are rated red. £1.2m relate to savings within Environment and Place and predominately relate to the delay in the realisation of the Community Redesign saving of £1.2m. In-year mitigations are being found to minimise the financial impact.
82. The budget pressures arising from the non-delivery of savings form part of the Directorate positions reported above.

Strategic Measures

83. The budgeted interest receivable for in-house Treasury Management during 2021/22 is £1.9m, based on an average interest rate of 0.58%. Whilst interest rates remain very low, it is unlikely that interest rate will be achieved, however as cash balance are higher than originally expected, the forecast year end position remains in line with budget.
84. Externally managed funds held in Strategic Pooled funds are forecast to return £3.8m, in line with budget. Financial markets are expected to remain volatile in the near future, and there remains a risk that there could be fluctuations to the capital value of the funds. However, the statutory override for movement in value of such funds mean that any fluctuations will not impact on the council's revenue account.
85. The corporate contingency budget for 2021/22 is £5.6m. The government announced a national pay freeze as part of the Spending Review in the Autumn 2020, but this was pending negotiations with the individual pay awarding bodies. On 14 May 2021 an offer of 1.5% for the Green Book pay award was made by the National Employer's for Local Government. This offer has been rejected by the Unions. The National Employers have increased this offer to 1.75% which the unions are considering. A 1.75% increase would be a call of £2.8m on the contingency budget. A similar offer has been made in respect of Firefighters which has been accepted by the unions and will be paid to staff in September 2021 at a cost of £0.3m. There has also been an increase in the inflation rates compared to expectations when the budget was set in February 2021. This has led to the cost

of contract inflation increasing by £0.3m above budget. The total estimated calls on the corporate contingency budget are approximately £3.4m, which is within the budget available.

Debt

Corporate Debtors

86. The 120-day invoice collection rate increased by 2.11% to 96.47%, 1.47% above the 95% target. The value of invoices collected was 99.3%.
87. Debt requiring impairment reduced this month from £0.42m to £0.36m and is now £0.06m above target. Ten debtors account for 50% of the total bad debt, with the largest case making up 25%. In this case the unpaid invoices relate to charges due going back to April 2020 and a pressure of £0.12m was recorded in the service's budget in August 2021. The service is actively engaged in dispute resolution with the supplier and aiming for resolution by December 2021.

Adult Social Care Debtors

88. The 120-day invoice collection rate remained below the 92% target at 89.4% in August. However, the collection of invoices by direct debit increased for the first time this year from 57% to 59%. The service have completed a review of direct debit uptake to understand the reduction in collection rates and introduce strategies to increase uptake of direct debit. Amendments have been made to team process and communications to ensure that new payers are encouraged to pay by direct debit.
89. Debt requiring impairment increased to £3.54m in August. This is £0.85m above the current impairment balance and £0.59m more than the same period last year. The increase in debt primarily relates to a higher proportion of people being defaulted to a full cost charge for their social care. This is in part because of changes in the way financial assessments have been completed due to COVID-19, as well as resource pressures. The service is working through this debtor group to reassess contributions; however, this work is being completed using existing resource leading to an increase in the number and value of open debt cases, in turn this is impacting recovery rates. New procedures have been introduced to reduce the number of care recipients who are defaulted to a full cost charge going forward, and monitoring has been introduced. Both measures will reduce emerging debt from this category later in the year.
90. Five complex cases referred to legal services, with a value of £0.3m, remain on hold pending outside counsel opinion.

Business Management & Monitoring Report
Position to the end of August 2021
Budget Monitoring

Directorate		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance underspend- overspend+	Projected Year End Variance	Projected Year End Traffic Light Red > 1.5% Amber >1.1% <1.5% Green on track
		£000	£000	£000	£000	
Page 80	Children's Services	139,681	141,481	1,800	1.29%	A
	Adults Services	198,841	198,841	0	0.00%	G
	Public Health	215	215	0	0.00%	G
	Environment and Place	61,064	62,164	1,100	1.80%	R
	Customers, Organisational Development and Resources	33,276	33,016	-260	-0.78%	G
	Commerical Development, Assets and Investments	50,288	49,091	-1,197	-2.38%	G
Directorate Total Net		483,365	484,808	1,443	0.30%	G

Business Management & Monitoring Report
Position to the end of August 2021
Budget Monitoring

Directorate	Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance underspend- overspend+	Projected Year End Variance	Projected Year End Traffic Light
	£000	£000	£000	£000	Red > 1.5% Amber >1.1% <1.5% Green on track
Contributions to (+)/from (-)reserves	30,052	30,052	0		
Contribution to (+)/from(-) balances	0	-1,443	-1,443		
Public Health Saving Recharge	-425	-425	0		
Contingency	5,293	5,293	0		
COVID-19 Budget	0	0	0		
Insurance	1,280	1,280	0		
Capital Financing	23,705	23,705	0		
Interest on Balances	-10,845	-10,845	0		
Strategic Measures Budget	49,060	47,617	-1,443		
Unringfenced Government Grants	-38,655	-38,655	0		
Council Tax Surpluses	-6,273	-6,273	0		
Business Rates Top-Up	-62,454	-62,454	0		
Business Rates From District Councils	-17,089	-17,089	0		
Council Tax Requirement	407,954	407,954	0		

Business Management & Monitoring Report: Children's Services
Position to the end of August 2021
Revenue Budget Monitoring

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend-overspend+	£000	£000
CEF1	<u>Education & Learning</u>					
CEF1-1	Management & Central Costs	1,321	1,321	0	0	0
CEF1-2	SEND	4,313	4,313	0	0	0
CEF1-3	Learning & School Improvement	1,174	1,174	0	0	0
CEF1-4	Access to Learning	25,611	25,611	0	0	0
CEF1-5	Learner Engagement Service	370	370	0	0	0
Total Education & Learning		32,789	32,789	0	0	0
CEF2	<u>Children's Social Care</u>					
CEF2-1	Management & Central Costs	5,948	5,948	0	0	0
CEF2-2	Social Care	29,994	31,094	1,100	700	400
Total Children's Social Care		35,942	37,042	1,100	700	400

Business Management & Monitoring Report: Children's Services
Position to the end of August 2021
Revenue Budget Monitoring

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend-overspend+	£000	£000
CEF3	<u>Children's Social Care Countywide Services</u>					
CEF3-1	Corporate Parenting	52,565	53,265	700	0	700
CEF3-2	Safeguarding	3,527	3,527	0	0	0
CEF3-3	Services for Disabled Children	8,974	8,974	0	0	0
CEF3-4	Youth Offending Service	804	804	0	0	0
Total Children's Social Care Countywide Services		65,870	66,570	700	0	700
CEF4	<u>Schools</u>					
CEF4-1	Delegated Budgets	0	0	0	0	0
CEF4-2	Nursery Education Funding (EY)	0	0	0	0	0
CEF4-3	Non-Delegated School Costs	216	216	0	0	0
CEF4-4	School Support Non-Negotiable Recharges	0	0	0	0	0
CEF4-5	Capitalised Repairs & Maintenance	0	0	0	0	0
Total Schools		216	216	0	0	0

Business Management & Monitoring Report: Children's Services
Position to the end of August 2021
Revenue Budget Monitoring

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend-overspend+	£000	£000
CEF5	<u>Children's Services Central Costs</u>					
CEF5-1	Management & Administration	1,021	1,021	0	0	0
CEF5-2	Premature Retirement Compensation	3,243	3,243	0	0	0
CEF5-3	Commissioning Recharge	600	600	0	0	0
Total Children's Services Central Costs		4,864	4,864	0	0	0
Total Children's Services		139,681	141,481	1,800	700	1,100
MEMORANDUM: DEDICATED SCHOOLS GRANT - DSG Funded Expenditure (Gross)						
	Schools DSG	123,115	123,115	0	0	0
	High Needs DSG	65,082	77,682	12,600	11,700	900
	Early Years DSG	39,277	39,977	700	0	700
	Central DSG	4,616	4,616	0	0	0
Total DSG Funded Expenditure		232,090	245,390	13,300	11,700	1,600

Business Management and Monitoring Report: Adult Services
Position to the end of August 2021
Revenue Budget Monitoring

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
SCS1	<u>Adult Social Care</u>					
SCS1-1A	Better Care Fund Pool Contribution	82,903	82,903	0	0	0
SCS1-1B	Adults with Care and Support Needs Pool Contribution	97,570	97,570	0	0	0
SCS1-2 to 9	Other Adult Social Care Services					
SCS1-2	Adult Protection & Mental Capacity	3,666	3,666	0	0	0
SCS1-3	Provider & Support Services	3,419	3,419	0	0	0
SCS1-4	Domestic Violence & Abuse Support Service	379	379	0	0	0
SCS1-5	Housing Related Support	1,133	1,133	0	0	0
SCS1-6	Other Funding	-9,232	-9,232	0	0	0
SCS1-8	Adult Social Care Recharges	4	4	0	0	0
SCS1-9	Adult Social Care Staffing & Infrastructure	13,651	13,651	0	0	0
	Total Other ASC Services	13,020	13,020	0	0	0
	Total Adult Social Care	193,493	193,493	0	0	0
SCS2	Commissioning	5,348	5,348	0	0	0
	Total Adult Services	198,841	198,841	0	0	0

Business Management & Monitoring Report : Public Health
Position to the end of August 2021
Revenue Budget Monitoring

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
PH 1 & 2 Public Health Functions						
PH1-1	Sexual Health	6,440	6,340	-100	-100	0
PH1-2	NHS Health Check Programme	645	645	0	0	0
PH1-3	Health Protection	8	8	0	0	0
PH1-4	National Child Measurement Programme	154	154	0	0	0
PH1-5	Public Health Advice	150	150	0	0	0
PH1-6	0 - 5 year olds	8,848	8,848	0	0	0
PH2-1	Obesity	802	802	0	0	0
PH2-2	Physical Activity	90	90	0	0	0
PH2-3	Public Health General	2,161	1,961	-200	-200	0
PH2-4	Smoking and Tobacco Control	615	615	0	0	0
PH2-5	Children's 5-19 Public Health Programmes	2,302	2,302	0	0	0
PH2-6	Other Public Health Services	1,233	1,233	0	0	0
PH2-7	Drugs and Alcohol	7,733	7,633	-100	-100	0
Total Public Health Functions		31,181	30,781	-400	-400	0
PH3	Public Health Recharges	633	633	0	0	0
PH4	Grant Income	-31,599	-31,599	0	0	0
	Transfer to Public Health Reserve	0	400	400	400	0
Total Public Health		215	215	0	0	0

Business Management & Monitoring Report: Environment and Place
Position to the end of August 2021
Revenue Budget Monitoring

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
		£000	£000	£000	£000	£000
PG2	Planning & Place	3,425	3,225	-200	0	-200
PG3	Growth & Economy	93	1,093	1,000	0	1,000
COM1	Communities Management	-1,162	-1,162	0	0	0
COM2	Community Operations	58,708	59,008	300	0	300
TOTAL ENVIRONMENT AND PLACE		61,064	62,164	1,100	0	1,100

Business Management & Monitoring Report: Customers, Organisational Development & Resources
Position to the end of August 2021
Revenue Budget Monitoring

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
COD1	Corporate Services	2,360	2,360	0	0	0
COD2	Human Resources & Organisational Development	3,223	3,223	0	0	0
COD3	Communications, Strategy & Insight	2,783	2,503	-280	-212	-68
COD4	ICT & Digital	10,393	10,393	0	0	0
COD5	Culture & Customer Experience	8,611	8,381	-230	-230	0
COD6	Finance	5,906	6,156	250	250	0
Total Customers, Organisational Development & Resources		33,276	33,016	-260	-192	-68

Business Management & Monitoring Report: Commercial Development, Assets & Investment
Position to the end of August 2021
Revenue Budget Monitoring

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend-overspend+	£000	£000
CDAI1	Property & Community Facilities Management	18,420	17,125	-1,295	-1,295	0
CDAI2	Law & Governance	6,993	7,091	98	98	0
EE4	Fire & Rescue and Community Safety	24,745	24,745	0	0	0
CDAI4	CDAI Management Costs	130	130	0	0	0
Total Commercial Development, Assets & Investment		50,288	49,091	-1,197	-1,197	0

Business Management & Monitoring Report: Children's Services
Position to the end of August 2021
Revenue Budget Monitoring

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
CEF1	Education & Learning			
	Gross Expenditure	100,922	-232	100,690
	Gross Income	-68,284	383	-67,901
		32,638	151	32,789
CEF2	Children's Social Care			
	Gross Expenditure	36,146	2,929	39,075
	Gross Income	-2,257	-876	-3,133
		33,889	2,053	35,942
CEF3	Children's Social Care Countywide Services			
	Gross Expenditure	72,287	-1,048	71,239
	Gross Income	-5,505	136	-5,369
		66,782	-912	65,870
CEF4	Schools			
	Gross Expenditure	194,016	3,049	197,065
	Gross Income	-193,800	-3,049	-196,849
		216	0	216
CEF5	Children's Services Central Costs			
	Gross Expenditure	5,953	-703	5,250
	Gross Income	-519	133	-386
		5,434	-570	4,864
	Expenditure Total	409,324	3,995	413,319
	Income Total	-270,365	-3,273	-273,638
	Total Children's Services Net Budget	138,959	722	139,681
MEMORANDUM: DEDICATED SCHOOLS GRANT - DSG Funded Expenditure (Gross)				
	Schools DSG	123,115	0	123,115
	High Needs DSG	65,530	-448	65,082
	Early Years DSG	39,277	0	39,277
	Central DSG	4,616	0	4,616
	Total Gross	232,538	-448	232,090

Business Management & Monitoring Report: Adult Services
Position to the end of August 2021
Revenue Budget Monitoring

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
SCS1	Adult Social Care			
SCS1-1A	Better Care Fund Pool Contribution			
	Gross Expenditure.	81,493	1,410	82,903
	Gross Income.	0	0	0
		81,493	1,410	82,903
SCS1-1B	Adults with Care and Support Needs Pool Contribution			
	Gross Expenditure.	97,694	-124	97,570
	Gross Income.	0	0	0
		97,694	-124	97,570
SCS1-2 to SCS1-9	Other Adult Social Care Services			
	Gross Expenditure	34,152	6,442	40,594
	Gross Income	-19,928	-7,646	-27,574
		14,224	-1,204	13,020
	Total Adult Social Care	193,411	82	193,493
SCS2	Commissioning			
	Gross Expenditure	5,888	224	6,112
	Gross Income	-1,540	776	-764
	Total Commissioning	4,348	1,000	5,348
	Expenditure Total	219,227	7,952	227,179
	Income Total	-21,468	-6,870	-28,338
	Total Adult Services Net Budget	197,759	1,082	198,841

Business Management & Monitoring Report: Public Health
Position to the end of August 2021
Revenue Budget Monitoring

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
PH 1 & 2	Public Health Functions			
	Gross Expenditure	30,921	1,084	32,005
	Gross Income	-228	-596	-824
		30,693	488	31,181
PH3	Public Health Recharges			
	Gross Expenditure	633	0	633
	Gross Income	0	0	0
		633	0	633
PH4	Grant Income			
	Gross Expenditure	144	1,077	1,221
	Gross Income	-31,240	-1,580	-32,820
		-31,096	-503	-31,599
Expenditure Total		31,698	2,161	33,859
Income Total		-31,468	-2,176	-33,644
Total Public Health Net Budget		230	-15	215

Business Management & Monitoring Report: Environment and Place
Position to the end of August 2021
Revenue Budget Monitoring

		BUDGET 2021/22		
		Original Budget £000	Movement to Date £000	Latest Estimate £000
PG1	Planning & Growth Management			
	Gross Expenditure	0	0	0
	Gross Income	0	0	0
		0	0	0
PG2	Planning & Place			
	Gross Expenditure	10,098	-153	9,945
	Gross Income	-6,686	166	-6,520
		3,412	13	3,425
PG3	Growth & Economy			
	Gross Expenditure	630	0	630
	Gross Income	-537	0	-537
		93	0	93
COM1	Communities Management			
	Gross Expenditure	-1,162	0	-1,162
	Gross Income	0	0	0
		-1,162	0	-1,162
COM2	Community Operations			
	Gross Expenditure	102,980	-501	102,479
	Gross Income	-44,282	511	-43,771
		58,698	10	58,708
	Expenditure Total	112,546	-654	111,892
	Income Total	-51,505	677	-50,828
	Total Environment and Place Net Budget	61,041	23	61,064

Business Management & Monitoring Report: Customers, Organisational Development & Resources
Position to the end of August 2021
Revenue Budget Monitoring

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
CODR1	Corporate Services			
	Gross Expenditure	2,953	-1	2,952
	Gross Income	-593	1	-592
		2,360	0	2,360
CODR2	Human Resources & Organisational Development			
	Gross Expenditure	4,395	0	4,395
	Gross Income	-1,172	0	-1,172
		3,223	0	3,223
CODR3	Communications, Strategy & Insight			
	Gross Expenditure	3,859	15	3,874
	Gross Income	-1,090	-1	-1,091
		2,769	14	2,783
CODR4	ICT & Digital			
	Gross Expenditure	13,851	60	13,911
	Gross Income	-3,517	-1	-3,518
		10,334	59	10,393
CODR5	Culture & Customer Experience			
	Gross Expenditure	16,496	5	16,501
	Gross Income	-7,885	-5	-7,890
		8,611	0	8,611
CODR6	Finance			
	Gross Expenditure	8,449	-387	8,062
	Gross Income	-2,491	335	-2,156
		5,958	-52	5,906
	Expenditure Total	50,003	-308	49,695
	Income Total	-16,748	329	-16,419
	Total Customers & Organisational Development and Resources Net Budget	33,255	21	33,276

Business Management & Monitoring Report: Commercial Development, Assets & Investment
Position to the end of August 2021
Revenue Budget Monitoring

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
CDAI1	Property, Investment & Facilities Management			
	Gross Expenditure	26,556	-231	26,325
	Gross Income	-8,137	232	-7,905
	Total Property, Investment & Facilities Management	18,419	1	18,420
CDAI2	Law & Governance			
	Gross Expenditure	8,511	1	8,512
	Gross Income	-1,518	-1	-1,519
	Total Law & Governance	6,993	0	6,993
CDAI3	Community Safety			
	Gross Expenditure	27,598	345	27,943
	Gross Income	-2,852	-346	-3,198
	Total Community Safety	24,746	-1	24,745
CDAI4	Management Costs			
	Gross Expenditure	130	0	130
	Gross Income	0	0	0
	Total Management Costs	130	0	130
	Expenditure Total	62,795	115	62,910
	Income Total	-12,507	-115	-12,622
	Total Commercial Development, Assets & Investment Net	50,288	0	50,288
	Budget			

Business Management Report
Position to the end of August 2021

CABINET IS RECOMMENDED TO APPROVE THE VIREMENTS AS DETAILED BELOW:

Directorate (CD = Cross Directorate)	Month of Cabinet meeting	Month of Directorate MMR	Narration	Budget Book Line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
CD	Oct	Aug	KS2 Moderation and KS1 Phonics Grant	CEF1-3	Learning & School Improvement	T	21	0
				VSMMGT	Strategic Measures	T	0	-21
Grand Total							21	-21

Business Management & Monitoring Report - August 2021
Cabinet - September 2021
Earmarked Reserves

	2021/22			Last reported forecast as at 31 March 2021 £m	Change in closing balance to last forecast £m	Commentary
	Balance at 1 April 2021 £m	Movement £m	Balance at 31 March 2022 £m			
Schools' Reserves	17.3	0.0	17.3	17.3	0	In accordance with the Education Reform Act 1988, the scheme of Local Management of Schools provides for the carry forward of individual schools surpluses and deficits. These reserves are committed to be spent on schools. Other School Reserves cover a number of miscellaneous education activities, including amounts loaned to individual schools against school reserves, and School Partnership Accounts which are operated in respect of inter-school activities, primarily relating
Vehicle and Equipment Reserve	2.1	-0.9	1.2	1.2	0.0	This reserve is to fund future replacements of vehicles and equipment.
Grants and Contributions Reserve	20.8	-1.4	19.4	19.4	0.0	This reserve has been set up to hold unspent grants and contributions committed to be spent in future years. This includes the Public Health Grant
Government Initiatives	2.1	-0.3	1.8	1.8	0.0	This reserve is used to hold underspends on budgets funded by unringfenced grants held that relate to specific agreed outcomes or the implementation of Government initiatives.
Trading Accounts	0.5	-0.3	0.2	0.2	0.0	This reserve holds funds relating to traded activities to help manage investment.
Council Elections	0.8	0.2	1.0	1.0	0.0	This will be used to fund future elections. In years where no County Elections take place any underspend on the Council Elections budget will be transferred to this reserve.

Business Management & Monitoring Report - August 2021
Cabinet - September 2021
Earmarked Reserves

	2021/22			Last reported forecast as at 31 March 2021 £m	Change in closing balance to last forecast £m	Commentary
	Balance at 1 April 2021 £m	Movement £m	Balance at 31 March 2022 £m			
Partnership Reserves	3.0	0.0	3.0	3.0	0.0	This relates to funding for the Growth Deal
On Street Car Parking	3.2	0.0	3.2	3.2	0.0	This surplus has arisen under the operation of the Road Traffic Regulation Act 1984 (section 55). The purposes for which these monies can be used are defined by statute.
Transformation Reserve	1.1	3.0	4.1	4.1	0.0	This reserve is needed to fund the implementation costs of the Council's Transformation programme.
Demographic Risk Reserve	6.0	3.0	9.0	9.0	0.0	In light of the significant pressures relating to High Needs DSG and other budgets with demographic volatility. This reserve will help to manage demographic risk.
Youth Provision Reserve	0.7	-0.7	0.0	0.0	0.0	£1.0m allocated over 2019/20 and 2020/21 to provide seed funding for locality based youth provision
Budget Prioritisation Reserve	14.6	-3.3	11.3	12.3	-1.0	This reserve is being used to support the implementation of the Council's priorities and the Medium Term Financial Plan.
Insurance Reserve	12.5		12.5	12.5	0.0	This reserve covers the County Council for insurance claims that, based on the previous experience of the County Council, are likely to be received, as well as a number of insurance related issues.
Business Rates Reserve	1.0	1.5	2.5	2.5	0.0	This reserve is to smooth the volatility of Business Rates income.

Business Management & Monitoring Report - August 2021
Cabinet - September 2021
Earmarked Reserves

	2021/22			Last reported forecast as at 31 March 2021 £m	Change in closing balance to last forecast £m	Commentary
	Balance at 1 April 2021 £m	Movement £m	Balance at 31 March 2022 £m			
Capital Reserves	47.4	1.1	48.5	48.5	0.0	This reserve has been established for the purpose of financing capital expenditure in future years.
Investment Pump Priming Reserve	2.0		2.0	2.0	0.0	
Council Tax Collection Fund Reserve	6.0		6.0	6.0	0.0	
Redundancy Reserve	1.7	1.0	2.7	2.7	0.0	
Covid-19 Reserve	14.2	9.2	23.4	23.4	0.0	
Total Reserves	157.0	12.1	169.1	170.1	-1.0	

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this time	Latest Allocation
			£000	£000	£000	£000
Page 101	Children's Services					
	Dedicated School Grants					
	R Dedicated Schools Grant (DSG) - Schools Block	DfE	123,115	0	0	123,115
	R Dedicated Schools Grant (DSG) - Central Block	DfE	4,616	0	0	4,616
	R Dedicated Schools Grant (DSG) - Early Years Block	DfE	39,277	0	0	39,277
	R Dedicated Schools Grant (DSG) - High Needs Block	DfE	65,530	0	-448	65,082
	Subtotal DSG Grants		232,538	0	-448	232,090
	School Grants					
	R Pupil Premium	DfE	6,871	0	0	6,871
	R Education Funding Agency - Sixth Form Funding and Threshold	DfE	224	0	0	224
	R PE and Sport Grant	DfE	2,265	0	0	2,265
	R Universal Infant Free School Meals	DfE	3,973	0	0	3,973
	R Teacher's Pay Grant	DfE	0	98	0	98
	R Teacher's Pension Grant	DfE	0	278	0	278
	R Coronavirus (COVID-19) Workforce Fund	DfE	0	3	0	3
	R Coronavirus (COVID-19) Catch Up Premium	DfE	0	2,329	0	2,329
	R Coronavirus (COVID-19) National Testing Programme	DfE	0	142	0	142
	R Coronavirus (COVID-19) Free School Meals Additional Costs	DfE	0	66	0	66
	Subtotal School Grants		13,333	2,916	0	16,249

Business Management Report
Government Grants 2021/22

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Ringfenced	Directorate	Issued by	Esimate 2021/22	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this time	Latest Allocation
			£000	£000	£000	£000
R	Other Children's Services Grants					
	School Improvement Monitoring & Brokering Grant	DfE		90	0	90
	Youth Justice Board	YJB	548	0	0	548
	Asylum (USAC and Post 18)	HO	1,844	0	0	1,844
	Role of the Virtual School Head	DfE	0	0	0	0
	Extended Personal Adviser Duty Grant	DfE	103	0	0	103
	Staying Put Implementation Grant	DfE	271	0	0	271
	Remand Framework	YJB	77	0	0	77
	Reducing Parental Conflict Workforce Development Grant	DWP		28	0	28
	Holiday Activities and Food Programme	DfE	0	636	0	636
	Subtotal Other Children's Services Grants		2,843	754	0	3,597
	TOTAL CHILDREN'S SERVICES		248,714	3,670	-448	251,936
	Adult Services					
	Improved Better Care Fund	DHSC	10,391	0	0	10,391
	Infection Control Grant 3	DHSC		4,123	0	4,123
	Infection Control Grant 4	DHSC		3,081	0	3,081
	Community Discharge Fund	DHSC	0	0	0	0
	TOTAL ADULT SERVICES		10,391	7,204	0	17,595

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this time	Latest Allocation
			£000	£000	£000	£000
Page 103	Public Health					
	R Public Health Grant	DHSC	31,240	429	0	31,669
	R Adult Weight Management	DHSC		180	0	180
	R Drug Treatment, Crime and Harm Reduction Grant	DHSC		416	0	416
	R Domestic Abuse	MHCLG		1,141	0	1,141
	R Community Testing	DHSC		693	0	693
	TOTAL PUBLIC HEALTH		31,240	2,859	0	34,099
	Environment & Place					
	R Bus Service Operators Grant	DfT	795	0	0	795
	R Natural England	DEFRA	227	0	0	227
	TOTAL ENVIRONMENT & PLACE		1,022	0	0	1,022
	Customers, Organisational Development & Resources					
	R Music Service	AC	837	0	0	837
	R MaaS:CAV	Innovate UK	313	0	0	313
	R OmniCAV	Innovate UK	1	0	0	1
	R Park & Charge	Innovate UK	206	0	0	206
	R Virgin Park & Charge	Innovate UK	7	0	0	7
	R Data Driven Safety Tool	Innovate UK	91	0	0	91
	R Quantum Gravitometer	Innovate UK	69	0	0	69
	R Resilient CAV	Innovate UK	25	0	0	25
	R Heart Park Project	DFT	90	0	0	90

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Estimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000
R	GTC DfT Congestion Tool	DFT	59	0	0	59
R	CAVL4R	DFT	11	0	0	11
	TOTAL CUSTOMERS, ORGANISATIONAL DEVELOPMENT& RESOURCES		1,709	0	0	1,709
	Commercial Development , Aseets & Investment					
R	Fire Fighter's Pension Fund Grant	MHCLG	1,361	0	0	1,361
R	Fire Service Covid-19 Contingency Grant	MHCLG		47	0	47
R	Fire Fighter's New Dimensons Grant	MHCLG	40	0	0	40
	TOTAL COMMERCIAL DEVELOPMENT, ASSETS & INVESTMENT		1,401	47	0	1,448
	Strategic Measures					
U	Lead Local Flood Authority	DEFRA	45	-45		0
U	Extended Rights to Free Travel	DfE	278			278
U	Fire Revenue Grant	MHCLG	213			213
U	Troubled Families - Service Transformation Grant	MHCLG	685			685
U	Troubled Families Attachment Fees - Phase 2	MHCLG	0			0
U	Troubled Families Payment by Result	MHCLG	0			0
U	New Homes Bonus	MHCLG	3,589			3,589
U	Local Reform & Community Voices Grant	DfE	515			515

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Estimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000
U	Independent Living Fund	DfE	3,454			3,454
U	School Improvement and Brokering Grant	DfE	548	-90		458
U	Social Care Support Grant	MHCLG	12,031			12,031
U	COVID-19	MHCLG	11,896			11,896
U	New Social Care Grant	MHCLG	572			572
U	Local Council Tax Support Grant	MHCLG	4,925			4,925
U	Key Stage 2 Moderation and Key Stage 1 Phonics Grant	DfE			21	21
U	Wellbeing for Education Return Grant	DfE				0
R	Contain Outbreak Management Fund	DHSC		3,070		3,070
R	Support for Clinically Extremely Vulnerable	DHSC				0
R	Sales, Fees and Charges Compensation	MCLG				0
R	Practical Support for those Self-Isolating	DHSC		124		124
R	Covid Local Support Scheme (formerly Winter Support Grant)	MHCLG		1,608		1,608
U	Support for Care Leavers at Risk of Rough Sleeping Grant	DfE		95		95
U	Financial Transparency Grant	DfE		9		9
U	Tax Income Guarantee Scheme for Business Rate Losses	MHCLG			545	545
U	Section 31 Grant for Business Rate Compensation	MHCLG	21,908			21,908
U	Business Rates Top-Up	MHCLG	40,546			40,546
	Subtotal Strategic Measures		101,205	4,771	566	106,542

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this time	Latest Allocation
			£000	£000	£000	£000
R R R	Grants held on behalf of Local Enterprise Partnership Oxford Innovation Business Support European Regional Development Fund DCLG (Local Enterprise Partnership Funding) Subtotal Grants held on behalf of Local Enterprise Partnership TOTAL STRATEGIC MEASURES Total All Grants	BEIS MHCLG				
			205			205
			900			900
			500			500
			1,605	0	0	1,605
			102,810	4,771	566	108,147
			397,287	18,551	118	415,956

CABINET – 19 OCTOBER 2021

CAPITAL PROGRAMME UPDATE AND MONITORING REPORT

Report by the Director of Finance

Recommendations

1. The Cabinet is RECOMMENDED to:
 - a) Agree that the following scheme should be added to the capital programme:
 - a provisional budget allocation of £1.2m towards a new Free School in Faringdon for pupils with Special Educational Needs and Disabilities (SEND).
 - b) Approve the updated Capital Programme at Annex 2.

Executive Summary

2. This report is the second monitoring report and Capital Programme update for 2021/22. Cabinet considered the first monitoring report for 2021/22 at its meeting on 20 July 2021. This update sets out the monitoring position based on activity to the end of August 2021. It also provides an update to the Capital Programme overview approved by Council in July 2021 taking into account additional funding and new schemes.
3. The latest outturn forecast for the capital programme for 2021/22 is **£234.5m** (excluding earmarked reserves). This has decreased by **£48.6m** compared to the latest approved capital programme. This reflects the anticipated spend profile from the latest delivery programme.
4. The total ten-year capital programme (2021/22 to 2030/31) is now **£1,370.9m**. This has increased by **£7.6m** compared to the capital programme approved by Cabinet in July 2021. The updated capital programme summary is set out in Annex 2. The main variations are set out in this report.

Introduction

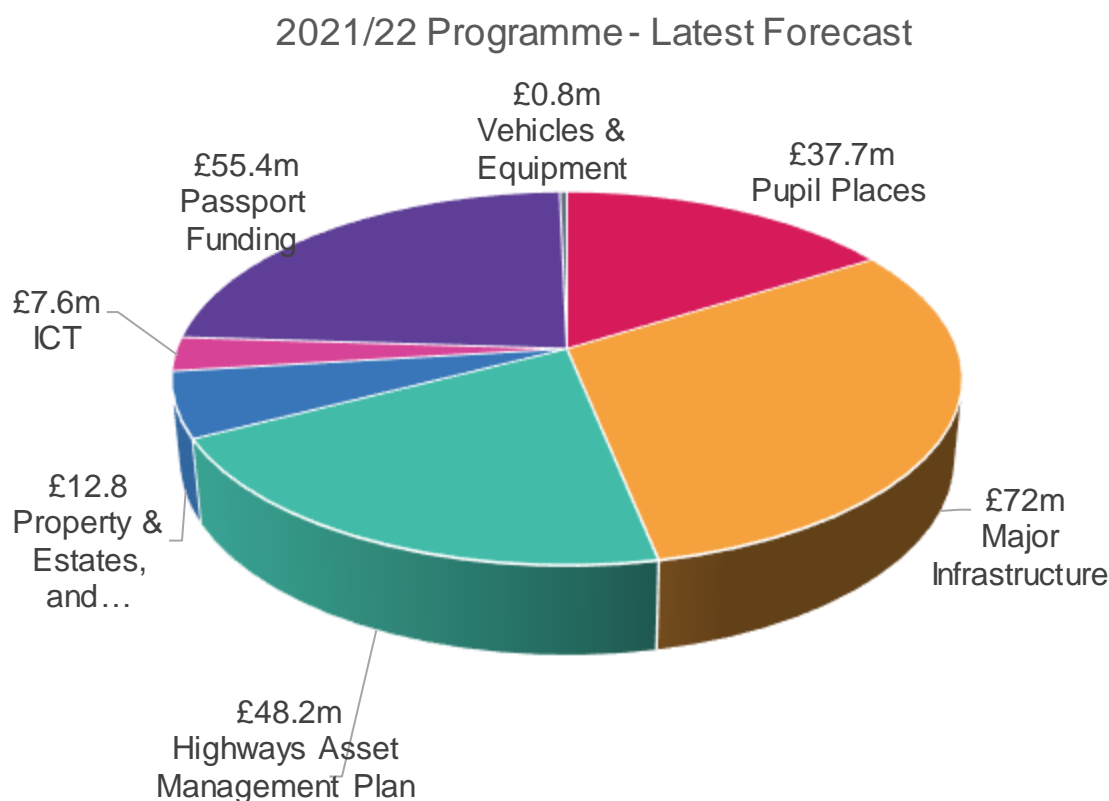
5. Capital expenditure is defined as spending that creates an asset for the Council (e.g. buildings, vehicles and equipment), and spending which meets the definition in regulations specified under the Local Government Act 2003 which includes spend on non-current assets that are not owned by the Council such as academies and the award of capital grants and funding agreements.
6. The Capital Programme sets out how the Council will use Capital expenditure to deliver the Council's priorities. The Capital Programme is

updated quarterly and fully refreshed annually as part of the Budget and Business Planning Process to ensure that it remains aligned to the latest priorities, reflects the latest cost projections and profile for delivery, and incorporates the current funding position.

7. The capital programme is currently structured as follows:

- **Pupil Place Plan:** including basic need (new schools and expansion), maintenance, health and safety and improvements
- **Major Infrastructure Schemes:** including the Growth Deal Infrastructure programme
- **Highways and structural maintenance:** including street lighting, and bridges
- **Property and Estates:** including health & safety, maintenance, improvements and the Investment Strategy
- **ICT Strategy:** including broadband and End User equipment
- **Passported Funds:** including Disabled Facilities Grant and Devolved Schools Capital
- **Vehicles and Equipment:** including fire and rescue vehicles and equipment

8. The investment profile for the 2021/22 Capital Programme is shown below and in the summary table at paragraph 12.



9. This is the second update and monitoring report for the year. The report sets out an update on the delivery of the programme based on projections at the end of August 2021 and new inclusions within the overall ten-year capital programme.
10. The following annexes are attached:
- Annex 1 Capital Programme Monitoring 2021/22 (Summary)
 - Annex 2 Updated Capital Programme 2021/22 – 2030/31 (Summary)

2021/22 Capital Monitoring

11. The capital monitoring position set out in Annex 1 shows forecast directorate programme expenditure for 2021/22 totalling **£234.5m** (excluding earmarked reserves). This has decreased by **£48.6m** compared to the latest approved capital programme.
12. The table below summarises the variations by strategy area:

Strategy Area	Last Approved Programme 2021/22 * £m	Latest Forecast Expenditure 2021/22 £m	Variation £m
Pupil Places	35.3	37.7	+2.4
Major Infrastructure	115.7	72.0	-43.7
Highways Asset Management Plan	48.2	48.2	+0.0
Property, Estates & Investments	15.9	12.8	-3.1
ICT	11.0	7.6	-3.4
Passport Funding	55.4	55.4	0.0
Vehicles & Equipment	1.6	0.8	-0.8
Total Strategy Programmes	283.1	234.5	-48.6
Earmarked Reserves	0.00	0.0	0.0
Total Capital Programme	283.1	234.5	-48.6

* Approved by Cabinet 20 July 2021

13. The total ten-year capital programme (2021/22 to 2030/31) is now **£1,301.4m** (excluding earmarked reserves). This has increased by **£8.6m** compared to the capital programme approved by Cabinet in July 2021.

Strategy Area	Last Approved Total Programme (2021/22 to 2030/31) * £m	Latest Updated Total Programme (2021/22 to 2030/31) £m	Variation £m
Pupil Places	233.3	233.8	+0.5
Major Infrastructure	647.7	647.7	0.0
Highways AMP	246.7	246.7	0.0
Property, Estates & Investments	69.4	69.4	0.0
ICT	23.4	31.5	+8.1
Passport Funding	62.9	62.9	0.0
Vehicles & Equipment	9.4	9.4	0.0
Total Strategy Programmes	1,292.8	1,301.4	+8.6
Earmarked Reserves	70.5	69.5	-1.0
Total Capital Programme	1,363.3	1,370.9	+7.6

* Approved by Cabinet 20 July 2021

14. The updated capital programme is set out in Annex 2. Changes in each programme area are set out in Annex 1 and detailed below.

Pupil Places

15. Within the Pupil Places Programme there has been a **£2.4m** increase to the forecast expenditure profile for 2021/22 since the last capital programme update, although the overall ten - year programme remains on budget. The forecast change reflects a revised delivery timeframe for schemes within the programme, including projects expecting to be completed this financial year, and projects commencing for completion in 2022/23.
16. All projects within the Pupil Places Programme which were due to be completed in time for the start of the new academic year (September 2021) have been. These include:
- Orion School – (the former Northfield Special School) which has been re-built and expanded to accommodate 108 pupils, providing 32 additional SEND school places.
 - Cholsey Primary School – this has been expanded to create an additional 105 primary pupil places and the onsite preschool has expanded.
 - Windrush Primary School (Witney) – this is a new school, delivered by the housing developer, which has created 315 primary pupil places, 39 full-time equivalent nursery places and an 8 place resource base for pupils with Special Educational Needs (SEND).
 - Hanborough Manor CE Primary School – has been expanded to create an additional 105 primary pupil places.

- St Blaise CE Primary School – has been expanded to provide an additional 105 pupil places.
 - Five Acres Primary School – where two temporary classrooms will be replaced by a new teaching block (completion is imminent).
 - Stanton Harcourt Primary School 35 additional places, delivered by Eynsham Partnership Academy
 - Bicester, Bardwell Special School 16 additional SEN places and a new school hall delivered by The Gallery Trust
 - Bicester, Southwold Primary School and Gagle Brook Primary School - 24 new SEND resource base places (12 at each school), delivered by The White Horse Federation
 - Watlington, Icknield Community College 150 additional places delivered by The Acer Trust
17. Other projects within the Pupil Place programme which are due to complete by the end of 2021/22 include the John Watson School. This is being expanded to accommodate an additional 16 pupil places and provide a permanent Sixth Form classroom.

SEND Free School - Faringdon

18. The Faringdon Infant School site is owned by the council and will become vacant once the new two form entry primary school has been built in the area. The expansion and relocation of Faringdon Infant School provides an opportunity for the department for Education (DfE) to deliver a new SEND free school. A provisional budget allocation estimated at up to **£1.2m** towards any abnormal site costs for the new school has been added to the ten – year programme. The provisional budget will be funded from within the Special Educational Needs Sufficiency provision within the Pupil Places Capital Programme.
19. The conditions of the SEND free school application to the Department for Education requires the council to provide the site at nil cost and also meet the cost of any abnormal issues associated with the site or building. However, any costs arising from this will not be known until the relevant feasibility study and surveys have been undertaken. The use of the Faringdon Infant School site will result in a potential loss of a capital receipt of £0.8m which has also been factored into this proposal and the implications will be managed within the capital programme.
20. The overall ten-year programme for pupil places has increased by £0.5m since the last update. This reflects the addition of £1.2m for the SEND Free School at Faringdon, offset by a reduction of £0.8m in the cost of the new Faringdon Infant School. The remaining £0.1m is a combination of small changes to a number of schemes.

Major Infrastructure

21. £72m spend on the Major Infrastructure Programme is now forecast in 2021/22. Compared to the last capital programme update £43.7m is now expected to slip into 2022/23. This predominately relates to increased design activity leading to further work before the construction phases start. Further detail is provided below:
- **HIF 1 (-£11.6m)** – due mainly to the Didcot Science Bridge (-£3.3m) and Culham River Crossing (-£8.0m) projects, where the extended design stages of these projects has changed the spending profile. The HIF1 schemes are undergoing a detailed review of both cost and programme.
 - **HIF2 & A40 (-£6.5m)** – due mainly to the HIF2 Schemes, which include the A40 Westbound Bus Lane, A40 Dualling Witney/Eynsham and Dukes Cut Bridge projects (-£3.7m). The detailed design stages of these projects have now slipped into next year. The A40 Science Transit project (-£3.3m) is now in detailed design stage, however the delay in getting to that stage, due to longer than anticipated consent on planning, means that this stage will now finish next year.
 - **Banbury & Bicester (-£8.0m)** – due mainly to the A4095 Banbury Road Roundabout (-£4.0m) and Ploughley Road, A41 Bicester (-£2.5m) projects. Both projects have slipped predominately due to delays associated with complex procurement activities. The North-West Bicester underbridge alignment project (-£1.0m) is now forecast to deliver under budget.
 - **Kennington Bridge (-£9.1m)** - the scheme has now been handed over to the major infrastructure team and a review of the scheme profile and detailed cost estimate is being carried out. The initial output of the scheme profiling has resulted in a slippage to the work originally due for completion in 2021/22. There is a risk that the detailed review of the scheme may result in an increased cost compared to the budget allocation. Should this materialise, any increase will need to be considered as part of the Budget & Business Planning process and Council agreeing a Capital Programme for 2022/23 to 2031/32 in February 2022.
22. Within the other programmes, the East West Rail contribution for this year is estimated to be +£0.7m greater than originally planned, as the project catches up with delays in prior year contributions.
23. The following schemes are planned to be fully completed in 2021/22:
- A40 [Oxford North] – New Bus Lane (east bound), improved urbanised corridor supporting connection to the new commercial and residential area. Current Status: On-site and completion forecasted to be within 2021/22, though there is a risk that this project may slip into next year.
 - Active Travel [Bicester and Witney] – two pedestrian and cycle improvement schemes to promote Active Travel and provide better links to and from Bicester and Witney town centres respectively.

Current Status: Complete, although additional S106 funding opportunities are being considered to enhance these schemes

- A4095 Underbridge and Underpass North West Bicester – the construction of an underbridge and underpass through the embankment supporting the twin train track (Marylebone to Aynho line) at Bicester. Current Status: On-site and completion forecasted to be within 2021/22.
 - Phase 1.2 of the Botley Road Corridor works – a series of improvements between Eynsham Road and Binsey Lane. Current Status: Complete.
24. The Full Business Case for the Science Transit Phase 2 scheme, aimed at capacity improvements with the focus on improved and more reliable journey times for express bus services along the A40, was submitted to the Department for Transport (DfT) on 19 May 2021 and, subject to its approval, the scheme will move into contract for both the Design and Construction elements.
25. HIF1 (Didcot) and HIF2 (A40) programmes are progressing to planning application later this year and a number of reports will be progressing through Cabinet leading to the formal planning applications later in 2021.
26. There is no change to the overall ten-year programme but issues that could impact on both existing and future schemes are noted in the risk section below.

Highways Asset Management Plan

27. The Highways Asset Management Plan Capital Programme is currently forecasted to spend in line with the overall budget of **£48.2** across all aspects of the programme. While a number of minor variations are being reported, these will be managed across the programme. These include:
- **Structural Maintenance (£0.0m)** – the bridges maintenance programme is currently predicted to increase spend in-year by +£0.7m, offset by -£0.6m in-year reduction in Street Lighting maintenance programme, the balance of -£0.1m, is the net variation from a number of other programmes and smaller projects. The total Street Lighting maintenance programme has not changed, while the impact on the bridges maintenance programme will be managed within the overall Structural Maintenance programme and implications address through the Highways Asset Management Plan Strategy.
 - **Major Schemes (£0.0m)** – the spend profile of the Street Lighting LED replacement programme has reduced by -£0.6m to £10.8m for 2021/22. The overall programme budget of £40.8m is unchanged. This is offset by a net forecast overspend of £0.6m in the Kennington Bridge repairs and maintenance programme.
28. There is no impact on the overall ten-year programme.

Property, Estates and Investments

29. Expenditure on the Property, Estates and Investments Programme for 2021/22 is forecasted to be **£12.8m**, a decrease of **£3.1m**.
30. The majority of the variations are within the following programmes:
 - **Corporate Estate Programme (-£2.6m)** – due mainly to delays associated with the Deddington Salt Barn **(-£2.0m)** and other minor changes.
 - **Climate Action Programme (-£0.5m)** –The use of the Climate Action Recycling Fund **(-£0.4m)** has been delayed to ensure the council invests in decarbonisation that is aligned with the post COVID-19 property approach to realising carbon savings in the long term. There is also a reduction of £0.1m related to EV charging infrastructure.
 - **Structural Maintenance Programme (£0.0m)** – although this programme is reporting a nil variance is it due predominately to an overspend in the Defect Liability Programme **(+£0.9m)**, where projects have been brought forward and offset by an underspend on the Asset Condition Programme **(-£1.0m)** where no work is currently planned for this year. The balance **(+£0.1m)** is due to several minor variations.
31. Following approval by Cabinet in June 2021, the council has now formally become an investor in the Resonance Supported Homes Fund and work has begun work to identify and purchase supported living properties in Oxfordshire. Updates will be provided in future reports.
32. There is no impact on the overall ten-year programme.

ICT

33. The year end forecast for the ICT Programmes in 2021/22 is now estimated at **£7.6m, -£3.4m** less than the last approved budget. This is predominately due to a revised spend profile for the Broadband in Rural Oxfordshire (BiRO) project **(-£3.0m)**. In addition, as the Better Broadband for Oxfordshire (BBFO) project is now complete, the remaining contingency provision allocated in 2021/22 **(-£1.5m)** is no longer required. These reductions are offset by the ICT Service Modernisation programme where there is greater in-year activity within the OCC/CDC Network Connectivity (WAN replacement) project. This is within the overall budget for this project. The Fibre Broadband for Public Building programme has also commenced as noted below.

Fibre Broadband for Public Buildings

34. At the meeting on 20 July 2021, Cabinet agreed to delegate authority to officers to award a contract for the fibre broadband for public buildings programme, up to the value of **£8.0m**.
35. The programme will enable fibre infrastructure to be built for county council buildings (where gigabit broadband infrastructure does not exist), other public buildings such as schools and GP practices, and a range of community based buildings like village halls.
36. This budget provision and the identified funding sources has been included within the latest capital programme projections. As the costs of this programme will be incurred in advance of the main funding source, the capital programme will need to forward fund up to **£5m** for a period of 5 years.
37. The overall ten-year programme has increased by **£8.1m** as result of the inclusion of this programme and other minor changes.

Passported Funding

38. The budget of **£55.4m** for capital funding passported to other organisations has not changed since the latest approved budget in May this year.
39. The Oxfordshire Affordable Housing Programme (OAHP) is expected to provide funding to support the delivery of up to 1,322 units of affordable housing. The programme has continued during the first four years of the Growth Deal following agreement to extend the original three-year programme by a year into 2021/22.
40. Following analysis of the current delivery plan, a bespoke approach has been agreed with Homes England and MHCLG to maximise the number of affordable homes deliverable in the remaining period of the deal. This approach will provide flexibility and support to the delivery of schemes this year, and as necessary, into the future.
41. There is no impact to the overall ten-year programme.

Capital Funding Update

42. Bids have either been submitted or are in the process of being submitted for various government funding streams. These include Active Travel 3, Signal Improvements and the Sustainable Warmth Competition.
43. The current ten-year capital programme contains a number of estimates in relation to the annual block funding allocations. While the pupil place basic need allocation has been announced for 2022/23, the School Condition Allocation has only been announced for 2021/22. Department for Transport Highway Maintenance funding has also only been announced for 2021/22 and therefore future budget provisions for these annual programmes are currently based on estimated funding allocations expected to be received.

44. Any increase or decrease of these funding allocations from 2022/23 onwards will need to be considered through the Budget and Business Planning process. This will also consider the prioritisation of the capital funding and budget requirements over the ten-year programme.

Risk Management

45. There are a number of factors increasing the risk to the deliverability and cost of capital schemes in 2021/22 and beyond. These include supply chain issues and inflation, the on-going impact of COVID-19 and the HS2 project absorbing market capacity.
46. The combined impact of these factors is affecting delivery across three key areas:
- Workforce – both skilled and unskilled
 - Availability of materials
 - Contract price
47. Difficulties in obtaining the right skills and or materials, at the right time could put further pressure on the overall cost of projects and will present increased challenges with programming.
48. General uncertainty in the market is also impacting on the risk contractors are comfortable to take when bidding for work. Prices, which used to be held for a number of months, are now being held for a number of days so contract prices are much more volatile.

Staff Implications

49. There are no staffing implications arising directly from the report.

Equality & Inclusion Implications

50. There are no equality and inclusion implications arising directly from this report.

Financial Implications

51. This report is mostly concerned with finance and the implications are set out in the main body of the report.

Comments checked by:

Lorna Baxter, Director of Finance

Legal Implications

52. In year changes to the capital programme must be approved by Cabinet in accordance with Financial Regulation and in particular paragraph 5.1.1(IV)

permitting Cabinet to agree resource inclusion into the capital programme via a periodic Capital Report to Cabinet, based on the recommendation of the Director of Commercial Development, Assets, and Investment and the S.151 Officer

Comments checked by:
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LORNA BAXTER

Director of Finance

Background papers:

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October 2021

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Annex 1

Capital Programme Monitoring 2021/22

Strategy / Programme	Latest Approved Capital Programme (Cabinet July 2021)			Latest Forecast			Variation			Current Year Expenditure Monitoring				Performance Compared to Original Programme (Council February 2021)		
	2021/22	Future Years	Total	2021/22	Future Years	Total	2021/22	Future Years	Total	Actual expenditure to date	Commitments	Expenditure Realisation Rate	Actuals & Commitments	Current Year	Variation	Use of Resources Variation
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	%	%	£'000s	£'000s	%
Pupil Places	35,300	198,016	233,316	37,685	196,120	233,805	2,385	-1,896	489	12,042	14,733	32%	71%	33,752	3,933	12%
Major Infrastructure	115,740	531,987	647,727	72,000	575,713	647,713	-43,740	43,726	-14	13,933	23,566	19%	52%	114,624	-42,624	-37%
Highways Asset Management Plan	48,232	198,473	246,705	48,205	198,526	246,731	-27	53	26	8,793	21,270	18%	62%	48,174	31	0%
Property & Estates, and Investment Strategy	15,905	53,451	69,356	12,844	56,511	69,355	-3,061	3,060	-1	756	2,527	6%	26%	12,595	249	2%
ICT	10,959	12,421	23,380	7,627	23,893	31,520	-3,332	11,472	8,140	905	7,669	12%	112%	10,538	-2,911	-28%
Passport Funding	55,400	7,522	62,922	55,400	7,522	62,922	0	0	0	6,435	96	12%	12%	58,385	-2,985	-5%
Vehicles & Equipment	1,603	7,750	9,353	800	8,553	9,353	-803	803	0	0	0	0%	0%	1,603	-803	-50%
Total Capital Programme Expenditure	283,139	1,009,620	1,292,759	234,561	1,066,838	1,301,399	-48,578	57,218	8,640	42,864	69,861	18%	48%	279,671	-45,110	-16%
Earmarked Reserves	0	70,531	70,531	0	69,472	69,472	0	-1059	-1,059					0	0	0%
OVERALL TOTAL	283,139	1,080,151	1,363,290	234,561	1,136,310	1,370,871	-48,578	56,159	7,581	42,864	69,861	18%	48%	279,671	-45,110	-16%

Annex 2

Updated Capital Programme 2021/22 to 2030/31

Capital Investment Programme (latest forecast)							CAPITAL INVESTMENT TOTAL
Strategy/Programme	Current Year	Firm Programme	Provisional Programme				
	2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2030 / 31	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
Pupil Places	37,685	45,818	36,087	34,942	10,180	69,093	233,805
Major Infrastructure	72,000	176,927	270,576	117,838	1,842	8,530	647,713
Highways Asset Management Plan	48,205	46,201	49,248	17,676	15,368	70,033	246,731
Property & Estates, and Investment Strategy	12,844	22,335	14,910	4,000	2,780	12,486	69,355
Passport Funding	7,627	10,992	3,825	2,325	761	5,990	31,520
Vehicles & Equipment	55,400	2,086	1,000	950	750	2,736	62,922
	800	2,000	953	800	800	4,000	9,353
TOTAL ESTIMATED CAPITAL PROGRAMME EXPENDITURE	234,561	306,359	376,599	178,531	32,481	172,868	1,301,399
Earmarked Reserves	0	4,669	16,567	4,750	15,446	28,040	69,472
TOTAL ESTIMATED CAPITAL PROGRAMME	234,561	311,028	393,166	183,281	47,927	200,908	1,370,871
TOTAL ESTIMATED PROGRAMME IN-YEAR RESOURCES	256,013	244,553	352,658	186,758	39,660	193,036	1,272,678
In-Year Shortfall (-) / Surplus (+)	21,452	-66,475	-40,508	3,477	-8,267	-7,872	-98,193
Cumulative Shortfall (-) / Surplus (+)	98,193	119,645	53,170	12,662	16,139	7,872	0

SOURCES OF FUNDING		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2030 / 31	CAPITAL RESOURCES TOTAL
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
SCE(C) Formulaic Capital Allocations - Un-ringfenced Grant		78,454	114,056	21,750	21,500	21,500	108,750	366,010
Devolved Formula Capital- Grant		750	700	650	600	400	800	3,900
Prudential Borrowing		72,090	52,343	81,675	6,225	12,125	1,367	225,825
Grants		49,976	82,939	192,886	94,050	0	1,292	421,143
Developer Contributions / CIL		32,127	50,577	41,824	57,394	4,106	40,461	226,489
District Council Contributions		226	0	0	0	0	100	326
Other External Funding Contributions		36	273	3	471	599	310	1,692
Revenue Contributions		1,100	950	11,950	950	930	6,759	22,639
Schools Contributions		28	0	0	0	0	0	28
Use of Capital Receipts		0	9,190	25,991	2,091	3,477	33,197	73,946
Use of Capital Reserves		0	0	16,437	0	4,790	7,872	29,099
TOTAL ESTIMATED PROGRAMME RESOURCES UTILISED		234,787	311,028	393,166	183,281	47,927	200,908	1,371,097
TOTAL ESTIMATED IN YEAR RESOURCES AVAILABLE		256,013	244,553	352,658	186,758	39,660	193,036	1,272,678
Capital Grants Reserve C/Fwd	43,993	60,645	0	0	0	0	0	0
Usable Capital Receipts C/Fwd	25,101	29,901	24,071	0	3,477	0	0	0
Capital Reserve C/Fwd	29,099	29,099	29,099	12,662	12,662	7,872	0	0

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Division(s): N/A

CABINET – 19 October 2021

Budget and business planning report 2022/2023 – 2025/26

Report by the Director of Finance

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to:**
 - a) **Endorse the report;**
 - b) **Approve the budget and business planning process for 2022/23; and**
 - c) **Approve a four-year period for the medium-term financial strategy to 2025/26 and ten-year period for the capital programme to 2031/32.**

Executive summary

2. This report is the first in the series on the budget and business planning process for the forthcoming year and forms context and background information ahead of and part of the process which will culminate in Council setting a budget for 2022/23; a medium-term financial strategy to 2025/26 and capital programme to 2031/32 in February 2022.
3. Information on latest and expected government announcements and their impact as well as an overview of the potential on-going financial impact of the COVID-19 pandemic are set out in the report.
4. Following the County Council elections in May 2021, a new administration was formed: the Oxfordshire Fair Deal Alliance. The alliance has an aim to make Oxfordshire a greener, fairer county. To support this, a set of nine policy objectives have been identified to explain how the administration will develop and deliver this aim. More detailed service proposals aligned with these themes will be developed as part of the 2022/23 budget and business planning process.
5. A new strategic plan will also be developed and used as the basis by which future performance will be evaluated and by which the council will report back to local communities and residents.

Introduction

6. This initial report sets the context and the starting point for the budget and business planning process. It sets out the assumptions on which the existing medium-term financial strategy (MTFS) agreed in February 2021 is based, information arising from government and other announcements plus new and emerging financial issues for 2022/23 and beyond which will be incorporated into the new MTFS. It also explains the process for the new strategic plan as well as the timetable of events for the budget and business planning process.
7. The following annexes are attached to this report:
 - Annex 1a: Previously agreed budget changes 2022/23 – 2025/26
 - Annex 1b: Assumptions in the existing MTFS
 - Annex 2: Business and Budget Planning timetable for 2022/23
8. It is proposed that the new MTFS is aligned with the term of the Oxfordshire Fair Deal Alliance until 2025/26. The capital programme will be extended by one year to cover the 10 year period to 2031/32.

Assumptions in the existing medium-term financial strategy

Investments, pressures and savings

9. The existing MTFS agreed by Council in February 2021 includes the requirement for £6.4m of savings to be made from 2022/23 to 2025/26. These will offset funding reductions and to meet additional expenditure pressures and investments totalling £6.8m over the same period.
10. The existing MTFS also includes on-going funding totalling £65.8m for demographic and other directorate expenditure pressures over the period 2022/23 – 2025/26 and provides for 2.5% pay inflation, up to 3% contract inflation and 2% income inflation. No inflation is provided for general prices¹.
11. The directorate savings and additional pressures and investments in the existing MTFS for 2022/23 to 2025/26 are included at Annex 1a.

Funding

12. The Financial Strategy for 2021/22 approved by Council in February 2021 set out that in relation to 2022/23, the proposed MTFS had a budgeted shortfall of £7.0m in 2022/23. This was based on the estimated anticipated impact of the business rate baseline reset and the settlement funding assessment reduction relating to the expected Fair Funding Review which were expected to be implemented from 2022/23. Beyond 2022/23 the existing MTFS assumes that once these funding changes were implemented, funding would remain stable with the local share of business rates increasing in line with inflation. No assumptions about future growth in

¹ Applied to costs of premises, transport and supplies and services.

the overall collection of business rates above the reset baseline have been built in.

13. Core council tax increases of 1.99% are assumed across all years of the existing MTFS. The remaining 2.00% balance of the 3.00% adult social care (ASC) precept announced for 2021/22 (which could be spread over 2021/22 and 2022/23) is assumed for 2022/23 giving a total planned council tax increase of 3.99%. The current plan assumes no further adult social care precept is allowable after that. The existing MTFS includes council taxbase increases of 1.5% for 2022/23 and 1.75% for subsequent years.
14. Surpluses on council tax collection are estimated to be £2.0m in 2022/23 and £4.0m in each remaining year of the MTFS. This is based on previous years' surpluses that have been above that level in the last five years. In 2021/22 the Council Tax collection surpluses were £6.3m.
15. Further details on the assumptions in the existing MTFS are provided in Annex 1b.

Earmarked reserves and general balances

16. Earmarked reserves (reserves held for a specific purpose) were forecast to be £101.7m at the end of 2021/22 in the existing MTFS. The latest forecast in the Business Management and Monitoring report elsewhere on the agenda, shows earmarked reserves totalling £169.1m at the end of 2021/22. As with general balances, the level of earmarked reserves is reviewed each year, to determine their appropriateness and adequacy as part of the budget and business planning process through the earmarked reserves and general balances policy statement.
17. The existing MTFS assumed general balances would be £30.5m at the start of 2021/22. The actual position taking into account the position at the end of 2020/21 was £34.6m. The business management and monitoring report elsewhere on the agenda currently forecasts that general balances will be £33.2m at the end of 2021/22, assuming the corporate contingency of £5.6m is used in full to meet in year pressures. The risk assessed level for balances in 2021/22 is £28.8m and a review will be undertaken as part of the budget and business planning process to determine the level of appropriate balances for 2022/23.

Ongoing impact of COVID-19

18. While the immediate impact of the COVID-19 pandemic has become clearer, there is still uncertainty about the long-term impact on demand for council services, sources of income, and the investment required for broader recovery and renewal within the community. Direct costs associated with managing the pandemic are expected to continue into 2022/23 with demand pressures extended to at least 2023/24.
19. As set out in the Business Management & Monitoring report £23.4m one – off funding is available to support additional costs in 2021/22 and future

years. The use of this funding from 2022/23 onwards will be considered through the budget and business planning process.

Government announcements

Spending review

20. On 7 September 2021, the government announced that there will be a multi-year Spending Review which will set revenue and capital budgets for 2022/23 to 2024/25. This will conclude on 27 October 2021, alongside the Autumn Budget 2021.
21. In the letter announcing the spending review, the chancellor of the exchequer set out the need to put the public finances on a sustainable path in the medium term. The envelope for the spending review 2021 will follow the path of resource and capital spending that was set out in the 2020 budget, with the addition of the net revenue raised by the new Health and Social Care Levy.

Build Back Better – The government's new plan for the NHS and social care

22. On 7 September 2021 the Government published 'Build Back Better – Our Plan for the NHS and Social Care'. The proposals for adult social care, which will take effect from October 2023, include:
 - A lifetime cap on care costs of £86,000
 - Changes to the thresholds for means-tested contributions towards care
 - A bigger role for councils in organising care for people who self-fund and an expectation that people who self-fund their care will pay care fees at local authority fee rates
 - Applying these new arrangements for all adults who use social care services
 - A £500m workforce fund.
23. The impact on the council will include:
 - (i) The direct cost to the council of the increase in employer's national insurance contributions.
 - (ii) The impact of the changes in the 'cap' and the capital limits on existing charges for care and also additional costs of services for people who currently fund their own care but who will be eligible to have their care funded under the new arrangements.
 - (iii) Resourcing the increase in the number of contacts and assessments which will come through the council due to the changes in the limits.

- (iv) the impact of the planned 'market equalisation' of care costs on the rates that the council pays for care.
 - (v) The impact of the increase in employer's national insurance on the contracted rates for all contracts that include staff costs.
24. Additional costs arising from the changes will be funded by a new health and social care levy. This will be generated through a 1.25% increase in national insurance which will also be paid by people over 65 who are earning an income; and also a 1.25% increase in dividends tax. It is estimated that this will raise a total of £36Bn nationally over the next three years. £5.4Bn of that total will be available to support Adult Social Care.
25. Importantly, the plan sets out an expectation that demographic and unit cost pressures will be met through council tax, social care precept and long-term efficiencies.
26. Detail on the phasing of the additional £5.4bn at a national level for social care is expected to be announced as part of the spending review. Specific funding allocations for each local authority are expected to be confirmed as part of the local government finance settlement. More details on how the changes will be implemented are expected in a white paper anticipated to be published by the end of the year.

Financial planning assumptions for 2022/23

Local government funding reforms

27. The government is expected to set out the future plan for local government funding at the 2021 spending review. The government has set out that, in determining a way forward, it will need to 'take stock of the impact the pandemic has had on both local authority resources and service pressures to determine the appropriateness of the previous proposals for local government finance reform'. Given this statement implementation of the Fair Funding Review and business rates reforms including a business rates reset are unlikely to be implemented for April 2022. It is therefore reasonable to assume that funding allocations for 2021/22 will be rolled forward into 2022/23. This will remove the estimated funding gap of £7.0m in the existing MTFS for 2022/23 and shift it to 2023/24.

Dedicated Schools Grant (DSG)

28. In July 2021, the Department for Education (DfE) announced a provisional 2022/23 DSG allocation of £512m for Oxfordshire. This includes the schools, high needs and central block but excludes early years and funding for growth. Schools' DSG will increase by 3% from £426m to £438m in 2022/23, excluding growth funding. High needs DSG will increase by 8%, or £6m, to a total of £88m in 2022/23.
29. The high needs cumulative deficit was £22m as at 31 March 2021. As set out in the business management and monitoring report to Cabinet in

September 2021 the forecast in-year deficit in 2021/22 is £12m. The continued increase in demand means that future year deficits are expected to rise despite the anticipated £6m or 8% increase in funding.

30. Under the Dedicated Schools Grant (DSG) conditions, any local authority with a DSG deficit of any size should have a plan for managing its DSG account over the medium term and must keep its school forum regularly updated about its plan, including high needs pressures and potential savings. It must also respond to enquiries from the DfE about the plan. There is no deadline by which to submit a plan.
31. Initiatives seeking to reduce spend in high needs are being managed under the special educational needs and disabilities transformation project and feed into the deficit management plan. Following a consultation process this is expected to be considered by Cabinet in early 2022.

Inflation

32. The Bank of England forecast CPI² inflation to increase up to 4% from the second half of 2021 returning to the 2% target in the second half of 2023. As well as inflationary pressures there are also a number of supply side issues that could impact on expenditure over the medium term. While the MTFS includes funding for up to 3% contract inflation for each of the remaining years of the MTFS, there is a risk that expenditure could increase beyond that level.

Strategic plan

33. Following the county council elections in May 2021, a new administration was formed: the Oxfordshire Fair Deal Alliance. The alliance aims to make Oxfordshire a greener, fairer county through nine priority themes:
 1. Put action to address the climate emergency at the heart of our work.
 2. Tackle inequalities in Oxfordshire.
 3. Prioritise the health and wellbeing of residents.
 4. Support carers and the social care system.
 5. Invest in an inclusive, integrated and sustainable transport network.
 6. Improve access to nature and green spaces.
 7. Create opportunities for children and young people to reach their full potential.
 8. Play our part in a vibrant local democracy.
 9. Work with local businesses and partners for environmental, economic and social benefit.
34. To develop a new strategic plan (to replace the current corporate plan) the council will draw on relevant socio-economic and environmental data, and public and stakeholder feedback. The plan will be made widely accessible, with residents as the key audience. This new strategic plan (with an accompanying suite of measures) will be used as the basis by which future

² Bank of England Inflation Report August 2021

performance will be evaluated and by which the council will report back to local communities and residents.

35. The new strategic plan will be completed by the end of March 2022 and the intention is that this will reflect and complement the 2022/2023 budget. Both documents will form part of the formal consultation ahead of budget and council tax setting in February 2022.

Engagement on the new strategic plan and budget priorities

36. Public and stakeholder engagement is being planned or underway to support the development of the council's new strategic plan and 2022/23 budget priorities. It focuses on five areas of work.
 1. A residents' survey to inform the development of the new strategic plan and the priorities for the 2022/23 budget-setting process.
 2. Independently run public discussion groups to explore attitudes to the priorities and gauge what people value within them.
 3. Youth-focused discussion groups to ensure that young people's voices are included in the development of the new strategic plan and budget priorities.
 4. Cabinet-led workshops to discuss the priorities with stakeholders, including the voluntary and community sector, businesses, and town and parish councils.
 5. Discussions at locality groups to ensure the views of all councillors are sought.
37. An independent market research agency has been commissioned to deliver the resident satisfaction survey taking the form of a postal questionnaire, supported by an online survey. This is currently being sent to a randomly selected section of households across Oxfordshire. The survey will run until the 14 November 2021 with interim data available from 1 November. A final report will be available the week starting 22 November.
38. The data from the survey will be used alongside the qualitative research on the priority themes to feed into the priority-based budget and strategic planning process. The survey will also provide a baseline for the new administration to understand residents' priorities and experiences.
39. Six residents' discussion groups are being managed by a professional research agency to ensure a neutral and independent approach. Participants are currently being recruited to represent a broad cross section of the county's population, representing different geographies, life stages and socio-economic circumstances. The focus groups will take place during the weeks starting 11 and 18 October.
40. For the stakeholder engagement around the priorities, a small number of workshops with representatives from the voluntary and community sector, local businesses, partners, and parish and town councils will also be held during September and October.

41. Options for youth engagement are being scoped. Participants will be recruited from existing groups (eg Children in Care Council and Voice of Oxfordshire Youth), schools and through partners such as Oxfordshire Youth. The children and young people will reflect a range of different ages, geographies and lived experiences to ensure a lively discussion. The session will be very interactive to ensure that all children and young people are engaged, feel able to have their say on all nine priority themes and enjoy the experience.
42. Four online stakeholder workshops will be run during the weeks starting 18 October and 1 November, with the audience segmented as follows:
 1. Voluntary, community and faith sector, education, key partners and other stakeholders such as universities.
 2. Parishes and town councils.
 3. Business breakfast.
43. Councillor views on the priority themes will be sought through locality meetings taking place between 4 - 26 October. Councillors, and those who are invited to attend the stakeholder workshops, will also be able to have their say through an online survey (from 4 - 29 October) using the council's new digital consultation and engagement platform Let's Talk Oxfordshire.
44. These five strands of activity mark the start of a new longer-term approach to consultation and engagement, which aims to engage with residents in a more active and inclusive way. This would include the launch of a series of ongoing public engagement events called 'Oxfordshire Conversations' in spring 2022. A new consultation and engagement strategy outlining our approach to public and stakeholder engagement will be submitted to Cabinet for consideration on 16 November.
45. A second-stage public consultation on the substance of the 2022/23 budget will start on 2 December, hosted on Let's Talk Oxfordshire, with additional opportunities for people to share their views offline.

Budget and business planning timetable

46. Revenue budget proposals will be published on 2 December 2021, ahead of being considered by the Performance & Corporate Services Overview & Scrutiny Committee on 10 December 2021. A public consultation on the budget proposals will commence when the information is published.
47. Capital proposals will be considered by the Performance and Corporate Services Overview and Scrutiny Committee on 14 January 2022.
48. Cabinet will take into consideration the comments from the Performance and Corporate Services Overview and Scrutiny Committee in December 2021 and January 2022 and comments from the public consultation alongside the funding available announced as part of the provisional settlement, in setting out its proposed budget on 18 January 2022. The capital and investment

strategy, including the treasury management strategy, and review of charges will be included as part of the proposed budget.

49. The district councils are required to provide council tax bases, council tax collection surpluses/deficits and business rate forecasts by 31 January 2022. Provisional figures are expected in mid-December 2021 which will be used to inform the budget considered by Cabinet in January 2022.
50. The provisional local government finance settlement is expected to be announced in early to mid - December 2021. The final settlement is likely to be announced in late January/early February 2022. This will confirm the general funding available to the Council for 2022/23.
51. The Council meeting to agree the 2022/23 revenue budget, medium term financial plan and capital programme will take place on 8 February 2022.
52. A timetable for the budget and business planning process is attached at Annex 2.

Capital programme planning

53. The council considers capital investment and programming activity as an integral part of the budget and business planning process. In view of this, and the delivery period of significant investment programmes, it is proposed to extend the capital programme by a further year to cover the period to 2031/32.
54. The existing capital programme differentiates between firm schemes to address identified need and elements of a pipeline programme of forecast costs to address predicted needs. The firm programme is balanced to the funding available and agreed level of prudential borrowing.
55. Existing capital programmes and schemes are being reviewed alongside emerging investment pressures and the priorities of the Oxfordshire Fair Deal Alliance. These will be brought forward through the autumn to inform the capital planning process.
56. Full Council is required to approve the capital and investment strategy annually to demonstrate that the authority takes capital expenditure and investment decisions in line with service objectives and properly takes account of stewardship, value for money, prudence, sustainability and affordability. The capital and investment strategy incorporates the treasury management strategy and the investment strategy and is supplemented by the property strategy and highways asset management plan.

Staff implications

57. There are no staffing implications arising directly from the report. Further information will be shared through the budget and business planning process.

Equality and inclusion implications

58. There are no equality and inclusion implications arising directly from this report. A high-level assessment of the broad impact of the revenue budget proposals will be included as part of the published information in December 2021. More detailed impact assessments, which will take account of feedback from the public consultation and from scrutiny, will accompany Cabinet's proposed budget in January.

Risk management

59. Risks and opportunities to the council and levels of reserves and balances will be considered as part of the budget and business planning process.

Financial implications

60. The Council is required by law to set a balanced budget for 2022/23 before 1 March 2022. Alongside this, there is a requirement under Section 25 of the Local Government Finance Act 2003 for the Chief Finance Officer to prepare a statement on the robustness of the budget estimates and the adequacy of reserves. This report is the first stage in the process to achieve these objectives.

Comments checked by:

Lorna Baxter,
Director of Finance

Legal implications

61. The Council is required under the Localism Act 2011 to set a council tax requirement for the authority. This report provides information which, when taken together with the future reports up to January 2022, will lead to the council tax requirement being agreed in February 2022, together with a budget for 2022/23, four-year medium term financial strategy and ten - year capital programme.
62. The Council has a fiduciary duty to Council Tax payers, which means it must consider the prudent use of resources, including control of expenditure, financial prudence in the short and long term, the need to strike a fair balance between the interests of the Council Tax payers and ratepayers and the community's interest in adequate and efficient services and the need to act in

good faith in relation to compliance with statutory duties and exercising statutory powers.

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October 2021

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Previously Agreed Budget Changes Summary 2022/23 - 2025/26

Directorate	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
Previously Agreed Pressures & Investments						
Children's Services	2,716	-1,420	-945	0	0	351
Adult Services	9,839	0	0	0	0	9,839
Public Health	47	48	0	0	0	95
Environment & Place	-255	-750	0	0	0	-1,005
Customers, Organisational Development & Resources	-645	0	0	0	0	-645
Commercial Development, Assets & Investments	-1,336	-510	0	0	0	-1,846
Total Previously Agreed Pressures & Investments	10,366	-2,632	-945	0	0	6,789
Previously Agreed Savings						
Children's Services	-411	0	0	0	0	-411
Adult Services	-65	0	0	0	0	-65
Public Health	378	-48	0	0	0	330
Environment & Place	-2,682	-579	-678	-160	0	-4,099
Customers, Organisational Development & Resources	-100	0	0	0	0	-100
Commercial Development, Assets & Investments	-1,777	-245	0	0	0	-2,022
Total Previously Agreed Savings	-4,657	-872	-678	-160	0	-6,367
Total Directorate Changes	5,709	-3,504	-1,623	-160	0	422
Corporate Variations	3,770	23,098	19,859	19,059	0	65,786
Change to Net Operating Budget	9,479	19,594	18,236	18,899	0	66,208

Children's Services - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	Previously Agreed Pressures & Investments						
19PC1/ 20CH3/ 21CS6	Access to Education - Home to School Transport Demography to meet demand, particularly in relation to SEND transport.	1,300					1,300
21CS26	Fostering project - this was an invest to save project to support a new offer to in-house foster carers in Oxfordshire with the aim to increase the percentage of children in care living with in-house foster carers, as opposed to independent fostering or private residential care. £0.6m was initially invested in 2020/21 and will produce £1.0m of savings in total of which £0.6m will be made in 2022/23 and 2023/24.	-393	-230				-623
19PC1/ 20CH7	Staffing pressure - staffing to meet demographic growth in children's social care services. Numbers of children have increased in children's social care teams and addition staffing is required to maintain caseloads at acceptable level .	300					300
19PC1/ 20CH6/ 21CS8	Children with Disabilities: Demographic Increases - extra resources required to meet increased numbers of children with disabilities supported by our children social care.	200					200
21CS11	Children with Disabilities - This is the second half of a phased fall out of temporary funding of £0.2m added in 2020/21 to fund an additional Specialist Housing Occupational Therapist resource to address waiting lists.	-85					-85

Children's Services - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
19PC1/ 20CH5/ 21CS14	Corporate parenting placements - this pressure is linked to both the anticipated demand for placements for children in care and the increased complexity of children's needs. Includes rising costs of many of our specialist placements .	3,800					3,800
21CS21	Family safeguarding model - this was an invest to save project which introduced a new model in children social care. This will provide support to the whole family and is a preventative model which has proven in other areas to both enhance outcomes for children and their families and manage demand. An initial investment of £2.2m was made in 2020/21. Placement savings of £0.5m per annum and service savings of £0.4m are anticipated from 2022/23. The remainder of the budget change in 2022/23 relates to the assumption that the adult facing posts would attract funding from other agencies.	-1,916	-944	-945			-3,805
20CH8/ 21CS20	Leaving Care Allowances and Support	150					150
21CS16	Phased fall out of a temporary £0.4m increase in funding in 2020/21 for social care staffing team pressures to meet additional demand.	-140	-246				-386
22CS8	Fall out of Youth Offer - Accelerator Funding in 2021/22	-500					-500
	Total Previously Agreed Pressures & Investments	2,716	-1,420	-945	0	0	351

Children's Services - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	Previously Agreed Savings						
20CH15/ 20CH21	Savings arising from a review of third party spend - commissioning to review contracts , collaboration with providers etc to provide appropriate placements and support to children and provide best value.	-250					-250
22CS26	Savings arising from the step down from residential care to enhanced fostering provision	-463					-463
22CS27	Fall out of one off reduction of contribution to Adopt Thames Valley in 2021/22.	150					150
22CS32	Youth Justice Service redesign of senior management structure and Substance Misuse services.	59					59
22CS35	Fall out of government grant funding in 2021/22 for troubled families posts	83					83
22CS38	Training	10					10
	Total Previously Agreed Savings	-411	0	0	0	0	-411
	Total Net Position	2,305	-1,420	-945	0	0	-160

Adult Services - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	Previously Agreed Pressures & Investments						
21AD1	Community Capacity: Strengthen and build community capacity, informal care networks & connections in Oxfordshire to help people to live as independent lives as possible. This is a further increase to investments in 2020/21 and 2021/22 and increases the total budget to £0.750m.	250					250
20AD8	Housing Related Support: the council invested £0.250m into the Oxfordshire Homelessness Partnership in each of 2020/21 and 2021/22. This funding ceases from 2022/23 but has been replaced by 22AS4.	-250					-250
22AS4	Continue contribution to the Oxfordshire Homelessness Partnership on an on-going basis from 2022/23.	250					250
21AD10	Care Workforce: Increase funding for Shared Lives carers to maintain payment rates compared to neighbouring areas. Also includes the on-going impact of benefit changes impacting on contributions to housing costs for people living with Shared Lives carers.	120					120

Adult Services - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
19PA1 & 20AD3 & 21AD6	Population Changes for Adults with Learning Disabilities: Funding for Demographic Changes built into existing MTFP based on increasing current spend by growth indices developed by Emerson & Hatton for the incidence of learning disability in the general population.	2,436					2,436
20AD1 & 21AD7	Population Changes: Learning Disability expenditure is higher than existing MTFP assumptions and planned demographic growth. Additional pressure assumes on-going effect of activity in previous years then £2.0m per annum net package growth (based on average growth over last two years).	1,100					1,100
21AD8	Population Changes: expenditure on the social care element of educational placements for young adults aged 18 - 25 is expected to continue to grow in 2022/23.	300					300
19PA1 & 20AD3 & 21AD16	Population Changes for Older People: impact of Demographic Changes built into existing MTFP - additional packages of care required for growing and ageing population. Based on uplifting existing budgets by Office for National Statistics population estimates.	3,364					3,364
20AD4/ 21AD18	Inflation: uplifts to Care Packages (links to increased cost for providers driven by increases to the National Living Wage and other costs) .	1,100					1,100

Adult Services - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
20AD17U	Service Review: Saving 20AD17 was reprofiled to reflect updated timescale for the implementation of commercial changes relating to the way the council commissions care home placements. The final year of the three year phasing reflects turnover of placements and ability to move to block contracting arrangements as existing spot placements come to an end. (links to 20AD17)	-334					-334
22AS2	Increase funding for mental health to reflect agreed activity levels	1,503					1,503
	Total Previously Agreed Pressures & Investments	9,839	0	0	0	0	9,839
	Previously Agreed Savings						
22AS14	Anticipated savings from changing the systems used for tracking home support visits as part of the implementation of the new Live Well at Home arrangements in 2021/22.	-125					-125
22AS22	One – off project funding (in reserves) was used to support expenditure in 2021/22. This one - off funding falls out from 2022/23.	60					60
	Total Adult Services Previously Agreed Savings	-65	0	0	0	0	-65
	Total Net Position	9,774	0	0	0	0	9,774

Public Health - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
	Previously Agreed Pressures & Investments						
21PH3	Estimated Public Health funded staff salary inflation (to be met from Public Health grant funding)	47	48				95
	Total Previously Agreed Pressures & Investments	47	48	0	0	0	95
	Savings						
	Previously Agreed Savings						
21PH16 & 22PH11	Use the Public Health reserve to manage the overall impact of pressures and savings for Public Health within the ringfenced grant funding.	13	-33				-20
21PH8	Jubilee House - review and halve hot desk provision for council staff when current arrangements end in November 2022. Retain 8 desks.	-10	-15				-25
21PH15/ 19PPH1	A contribution of £0.425m from the Public Health Reserve supported public health eligible spend within the Family Safeguarding model in Children's Services in each of 2020/21 and 2021/22. This contribution falls out from 2022/23. (Linked to 21CS21)	425					425
22PH10	Review Drugs and Alcohol service provision	-50					-50
	Total Previously Agreed Savings	378	-48	0	0	0	330
	Total Net Position	425	0	0	0	0	425

Environment & Place - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	Previously Agreed Pressures & Investments						
21COM3	Fall out of one off investment related to the improvement of data management and processes to enable timely council-wide responses to planning consultations.	-400					-400
21COM8	Digitalisation of the Development Management and Enforcement Service to enable more efficient, flexible working.		-300				-300
21COM9	Development and implementation of a new service delivery model for Travel Planning team, to enable the service to become self financing and provide a better service to customers. Initial investment of £0.250m was made in 2020/21 for 2 years . On going saving to be acheived from 2022/23 is £0.150m after taking into account the repayment of the initial investment.	-250					-250
21COM1	Strategic Rail Cotswold Taskforce: Remaining phased fall out of partnership contribution of £0.175m made in 2020/21 to progress to progress the significant enhancement of the rail corridor supporting growth in West Oxfordshire.	-85					-85
21COM20	Enhancing the provision of safety related tree maintenance - a 2-year programme of works to ensure the safety of trees adjacent to our highways on on our OCC property for which the County has responsibility. Cumulative investment of £0.6m in 2020/21 and 2021/22. £0.250m annual budget available ongoing from 2022/23.	-150					-150

Environment & Place - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
20COM1	Street Lighting - Energy and Maintenance Costs	150					150
20COM2	Street Lighting - Borrowing Costs of replacement investment	780					780
21COM24	Changes to manage the staged fall out of a two year reduction to the drawdown from the Parking Account.	-300	-450				-750
	Total Previously Agreed Pressures & Investments	-255	-750	0	0	0	-1,005
	Previously Agreed Savings						
21COM13	Fall out of one-off drawdown from S106 penalty monies (offsets 21COM3)	400					400
21COM12	New charge for natural environment advice on planning consultations/applications (linked to 21COM11)	-10					-10
20COM19	Income from the new Strategic Transport Model.	-100					-100
18EE10/ 19COM4/ 19COM14/20 COM12/ 21COM26	Savings from reduced energy and maintenance costs relating to Street Lighting following the delivery of the LED replacement programme	-1,680					-1,680
20COM14/21 COM23	Integrated Transport Unit - re-profiling of delayed cost savings	-400					-400
22EP04	Savings arising from realigning resources and priorities of the Street works permit system.	-305					-305
22EP05	Additional anticipated income from charges to developers. Appropriate charges for services undertaken for developers that attract a relevant external fee.	-246					-246

Environment & Place - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
22EP18	Additional anticipated income from charges to developers. Appropriate charges for services undertaken for developers that attract a relevant external fee (road agreements).	-344	-274	-278			-896
22EP06	Improved recycling facilities at Drayton Highways Depot for tar bound materials and gully waste reducing disposal costs	-120	-50	-250			-420
22EP07	Highway Routine and Reactive Maintenance - Improvements to the management of defects to improve efficiency, enhance quality of repair, and reduce costs.	-100					-100
22EP09	Parking bay suspension - New charge for parking bay suspension to support the administration of them in addition to the loss of income already charged.	-2					-2
22EP10	Fleet management – Reduced costs and effort by consolidating contracts and managing collectively across directorate	-100		-100			-200
22EP11	Home to School contract management - Use of technology and improvements and automation of processes to reduce costs and effort required.	-350	-250	-50	-150		-800

Environment & Place - Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
22EP13	COMET fares - Increase the cost of fares to better recover the cost of operating the service but still ensuring charges are affordable.	-5	-5		-10		-20
22EP16	Waste Budget - Planned increase to waste budget to accommodate population growth.	430					430
22EP17	Fall out of one-off draw down from the Bus Service Operators Grant reserve.	250					250
	Total Previously Agreed Savings	-2,682	-579	-678	-160	0	-4,099
	Total Net Position	-2,937	-1,329	-678	-160	0	-6,776

Customers, Organisational Development & Resources
Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	Previously Agreed Pressures & Investments						
21COD07	Microsoft Licensing increase costs from 2022/23	300					300
22CODR1	The Councillor Priority fund allows elected members to support community projects and priorities in their local areas. £0.945m funding is available in 2021/22 and can be used by Councillors over two years, 2021/22 and 2022/23. This is equivalent to £15k per Councillor over the two years.	-945					-945
	Total Previously Agreed Pressures & Investments	-645	0	0	0	0	-645
	Previously Agreed Savings						
20COM21	Cost recovery charges for services provided to Coroner's Service	-5					-5
22CODR6	Fall out of one-off saving from vacancy management across Strategy team	116					116
22CODR8	Fall out of one off saving from vacancy management in the Business & Customer Insight team.	39					39
22CODR19	ICT Transformation Saving	-250					-250
	Total Previously Agreed Savings	-100	0	0	0	0	-100
	Total Net Position	-745	0	0	0	0	-745

Commercial Development, Assets and Investments
Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	Previously Agreed Pressures & Investments						
21CDAI13	Phased fall out of the investment made in 2020/21 relating to work on Climate Action - a key part of the reduction in carbon relates to the Council's property portfolio.	-180	-60				-240
21CDAI5	Fall out of funding of a review of Hard Facilities Management Services.	-100	-100				-200
20COM7	Fall out of temporary funding of replacement costs of the Atrium Property database.	-15					-15
21CDAI10	Ongoing impact of Rates Revaluation	19					19
20COM6/ 20CDAI11	Ongoing impact of changes to Property utility costs.	140	-150				-10
21CDAI12	Phased fall out of £0.7m of investment in 2021/22 to bring the Council's Assets to a satisfactory operating level	-500	-200				-700
21CDAI14	Last year of the phased fall out of £0.3m funding agreed in 2020/21 relating to a pressure on the Joint Use Agreements.	-67					-67
20COM10	Increase share of Joint Control Centre costs - growth in volume (Fire & Rescue Service)	15					15
22CDAI13	Fall out of temporary funding related to delays to the implementation of changes to joint use agreements with leisure centres/other local authorities/school academies due to staffing capacity during the COVID-19 pandemic.	-648					-648
	Total Previously Agreed Pressures & Investments	-1,336	-510	0	0	0	-1,846

Commercial Development, Assets and Investments
Previously Agreed Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
	Previously Agreed Savings						
21CDAI9	Review of Catering Services - enhancing the service to enable it to develop a more commercially enhanced operating model with the introduction of a commercial manager and teams to provide a service to external organisations e.g. school academies / other authorities.	-100	-150				-250
21CDAI17	Reduction in costs due to Salix / potential borrowing relating to energy savings and repayments coming to an end	-44					-44
22CDAI1/2 22CDAI3	Transformational, efficiency and service specific saving initiatives will achieve total savings of £3.4m over 2021/22 and 2022/23.	-1,438					-1,438
20COM23	Increased income from anticipated extra demand (Fire & Rescue Service)	-10					-10
22CDAI5	Review of Mid-Level and Supervisory Leadership Level within the Fire & Rescue Service	-100	-50				-150
22CDAI6	Review of Wholetime Firefighter activity (prevention and protection)	-45	-45				-90
22CDAI7	Savings arising from the review of Fire & Rescue Service Business Support teams and Commercial Training Service	-25					-25
22CDAI12	Miscellaneous efficiency savings in Trading Standards	-15					-15
	Total Previously Agreed Savings	-1,777	-245	0	0	0	-2,022
	Total Net Position	-3,113	-755	0	0	0	-3,883

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Review of Assumptions in the 2022/23 – 2025/26 Medium Term Financial Strategy (MTFS)

Previously Agreed Directorate Budget Changes

- The existing MTFS includes funding for demographic and other agreed directorate pressures and savings which were approved by Council in February 2021. Details are set out in Annex 1a¹.

Directorate	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m	Total £m
Previously Agreed Pressures & Investments					
Children's Services	2.7	-1.4	-0.9		0.4
Adult Services	9.8				9.8
Public Health					0.0
Environment & Place	-0.2	-0.8			-1.0
Customers, Organisational Development & Resources	-0.6				-0.6
Commercial Development, Assets & Investments	-1.3	-0.5			-1.8
Total Previously Agreed Pressures & Investments	10.4	-2.7	-0.9	0	6.8

Previously Agreed Savings					
Children's Services	-0.4				-0.4
Adult Services	-0.1				-0.1
Public Health	0.4				0.4
Environment & Place	-2.7	-0.6	-0.7	-0.2	-4.2
Customers, Organisational Development & Resources	-0.1				-0.1
Commercial Development, Assets & Investments	-1.8	-0.2			-2.0
Total Previously Agreed Savings	-4.7	-0.8	-0.7	-0.2	-6.4

Total Directorate Changes	5.7	-3.5	-1.6	-0.2	0.4
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Corporate Variations	3.8	23.1	19.9	19.0	65.8
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Change to Net Operating Budget	9.5	19.6	18.3	18.8	66.2
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Balances and Reserves

- The existing MTFS assumed general balances would be £30.5m at the start of 2021/22. The actual position taking into account the 2021/22 year end position was £34.6m. The Business Management & Monitoring report elsewhere on the agenda currently forecasts that general balances will be £33.2m at the end of 2021/22, assuming the corporate contingency. This is £4.4m higher than the risk assessed level of £28.8m.
- When the budget and MTFS was agreed in February 2021, earmarked reserves were estimated to be £100.3m at 31 March 2021. Based on the 2020/21 outturn position, the actual position at 31 March 2021 was £157.0m. The 2020/21 year

¹ A negative pressure/investment relates to the fall out of a one-off investment/pressure. A positive saving represents the fall out of a one-off saving.

end position included the transfer of £14.2m of un-ringfenced grant to the COVID-19 reserve, £9.9m of the Contain Outbreak Management Fund grant to the grants and contributions reserve and £10.3m in the Budget Prioritisation Reserve to support Adult Social Care and Mental Health service pressures in future years. The latest forecast (included in the Business Management & Monitoring Report elsewhere on the agenda) indicates that earmarked reserves will be £169.1m by the end of the 2021/22 financial year.

	Forecast Balance at 31 March 2021 £m	Actual Balance at 31 March 2021 £m	Forecast Balance at 31 March 2022 £m
Schools' Reserves	14.3	17.3	17.3
Vehicle and Equipment Reserve	2.0	2.1	1.2
Grants and Contributions Reserve	7.9	20.8	19.4
Government Initiatives	0.4	2.1	1.8
Trading Accounts	0.3	0.5	0.2
Council Elections	0.8	0.8	1.0
Partnership Reserves	2.0	3.0	3.0
On Street Car Parking	1.5	3.2	3.2
Transformation Reserve	2.2	1.1	4.1
Demographic Risk Reserve	6.0	6.0	9.00
Youth Provision Reserve	0.7	0.7	0.0
Budget Prioritisation Reserve	5.2	14.6	11.3
Insurance Reserve	11.4	12.5	12.5
Business Rates Reserve	1.0	1.0	2.5
Capital Reserves	35.0	47.4	48.5
Covid-19 Reserve	0.0	14.2	23.4
Redundancy Reserve	1.6	1.7	2.7
Investment Pump Priming Reserve	2.0	2.0	2.0
Council Tax Collection Fund	6.0	6.0	6.0
Total Reserves	100.3	157.0	169.1

4. The School and Early Years Finance (England) Regulations 2020 came into force on 21 February 2020 and are applicable to the 2020/21 accounts. The regulations stipulate that a deficit on the DSG must be carried forward to be funded from future DSG income unless permission is sought from the Secretary of State for Education to fund the deficit from general resources.
5. Further clarification of the accounting treatment for deficit DSG balances was provided by the Local Authorities (Capital Finance and Accounting) (England) (Amendment) Regulations 2020 which came into force on 29 November 2020. These stipulated that where a local authority has a deficit in respect of its school budget for a financial year beginning on 1st April 2020, 2021 or 2022, the authority—
 - (a) must not charge to a revenue account an amount in respect of that deficit; and
 - (b) must charge the amount of the deficit to an account established, charged and used solely for the purpose of recognising deficits in respect of its school budget

6. As a result of this, an unusable reserve has been created on the balance sheet to hold the negative balance. This is different to the previous accounting treatment where the negative balance is held within the Council's total Earmarked Reserves. The Council has existing unusable reserves such as the Pension Reserve.
7. The Earmarked Reserves balances relating to March 2021 previously reported to Council in February 2021 set out in the table above have been adjusted for this change. The net negative DSG balance of £16.9m has been transferred to the DSG unusable reserve.

Inflation

8. Pay inflation has been assumed at 2.5%, Contract inflation up to 3% and Income inflation at 2% for each of the remaining years of the existing MTFS. Funding of £6m has been included for each year from 2022/23 to 2025/26.
9. Consumer Price Inflation (CPI) was 3.2% in August 2021, an increase from 0.2% in August 2020. The Bank of England forecast CPI² inflation to increase up to 4% from the second half of 2021 finally returning to the 2% target in the second half of 2023. The increase mainly relates to the cost of energy and goods being high and being forecast to increase. The energy cost increases have been consistent since 1997 but the rise in the cost of goods relates to impact of the Covid-19 pandemic and Brexit. Retail Price Inflation (RPI) was 4.8% in August 2021 an increase from 0.5% in August 2020.

General Funding

10. The Council's general funding, other than from Council Tax (see below), comprises Revenue Support Grant and the Local Share of Business Rates which is collectively known as the Settlement Funding Assessment (SFA). In addition, local authorities have been able to retain the growth in business rates from the baseline established in 2013/14 up to the Business Rate Growth Reset originally planned for April 2021. The reset was delayed in the 2022/23 planning round and the current assumption in the MTFS is that this will take place in April 2022. It is also assumed that the planned Fairer Funding Review would be effective from 2022/23 resulting in a decrease to the SFA.
11. The MTFS assumes that the council's local share of Business Rates increases with inflation (Consumer Price Index) which is linked to the expected change in the small business multiplier. However, no assumptions about future growth in the overall collection of business rates above the reset baseline have been built in.
12. The following table shows the estimates for general funding (excluding Council Tax) included in the existing MTFS.

MTFS Estimates	2022/23	2023/24	2024/25	2025/26
Settlement Funding Assessment (£m)	67.1	68.4	69.8	71.2
Business Rate Future Growth (£m)	0.0	0.0	0.0	0.0
S31 Business Rates Relief Grants (£m)	3.6	3.6	3.6	3.6
Total General Funding (£m)	70.7	72.0	73.4	74.8
Percentage change from previous year	-11.1%	+1.8%	+1.9%	+1.4%

Council Tax

13. The existing MTFS is based on Council Tax increases of 1.99% across all years. With an additional 2.00% increase in 2022/23 is assumed for the Adult Social Care precept. A 1% change in Council Tax equates to £4.1m, with a small residual effect in subsequent years.
14. The existing MTFS also assumes growth of 1.5% in the tax base in 2022/23 and 1.75% in subsequent years. A variation of +/-0.25% results in a gain/loss of £1.1m.
15. Surpluses on Council Tax collection are estimated to be £2.0m in 2022/23 and £4.0m in each remaining year of the MTFS. This is based on previous years' surpluses that have been above that level in the last five years. In 2021/22 the Council Tax collection surpluses were £6.3m.
16. The table below sets out the estimates for Council Tax included in the existing MTFS.

MTFS Estimates	2022/23	2022/23	2023/24	2024/25
Council Tax Requirement (£m)	430.6	446.8	463.7	481.2
Council Tax Base	263,220	267,826	272,513	277,282
Council Tax (Band D equivalent) (£)	1,635.88	1,668.43	1,701.63	1,735.49
Increase in Council Tax (Band D)	3.99%	1.99%	1.99%	1.99%
Council Tax collection surpluses (£m)	2.0	4.0	4.0	4.0
Total Council Tax Income (£m)	432.6	450.8	467.7	485.2
Percentage change from previous year	4.9%	4.2%	3.8%	3.7%

Budget & Business Planning Timetable 2022/23

Annex 2

Month	Date	For/From	Action/Event
October	01 October 2021	All Councillors	Councillor briefing - Overview of Medium Term Financial Strategy and Capital Programme
	19 October 2021	Cabinet	Budget & Business Planning Report providing an update on the latest information and proposing a process for 2022/23
December	02 December 2021	Committee Services	Publication of papers for Performance & Corporate Services Overview & Scrutiny Committee - revenue proposals
	02 December 2021	All Councillors	Councillor briefing - Revenue Proposals
	From 2 December 2021 for 4 weeks		Public on-line consultation on revenue budget proposals
	Mid December	District Councils	Notification of draft Council Taxbases and draft Business Rates Forecasts
	10 December 2021	Performance & Corporate Services Overview & Scrutiny Committee	Considers and comments upon the revenue proposals.
	Mid/Late December	Communities & Local Government	Provisional Local Government Finance Settlement
January	05 January 2022	Audit and Governance Committee	Consideration of the draft Treasury Management Strategy Statement and Annual Investment Strategy for 2022/23
	06 January 2022	Committee Services	Publication of Performance & Corporate Services Overview & Scrutiny Committee papers including draft capital proposals (including Capital Programme, Capital Strategy, Investment Strategy, plus Flexible Use of Capital Receipts Strategy) and proposed Review of Charges and draft Treasury Management Strategy.
	10 January 2022	Committee Services	Publication of Cabinet papers including Cabinet proposed 2022/23 revenue budget, MTFS and capital programme for recommendation to Council in light of comments from the Performance Scrutiny Committee and consultation feedback. Includes the Review of Charges.
	14 January 2022	Performance & Corporate Services Overview & Scrutiny Committee	Consider and comment on draft capital proposals (including Capital Programme, Capital Strategy, Investment Strategy, plus Flexible Use of Capital Receipts Strategy) and proposed Review of Charges and draft Treasury Management Strategy.
	TBC	All Councillors	Councillor briefing on Cabinet's proposed budget, medium term financial strategy, and capital programme.
	18 January 2022	Cabinet	Cabinet proposes 2022/23 revenue budget, MTFS and capital programme for recommendation to Council in light of comments from the Performance & Corporate Services Overview & Scrutiny Committee and consultation feedback. Includes the Review of Charges.
	21 January 2022	District Councils	Notification of Council Tax surpluses or deficits
	27 January 2022	Cabinet/Opposition and Other Group Leaders /CEDR/Director of Finance	Deadline for Cabinet, Opposition and other groups to submit full budget papers to Committee Services
	31 January 2022	District Councils	Notification of Council Taxbases, Business Rate Forecasts and Business Rate surpluses or deficits
	31 January 2022	Committee Services	Publication of Council agenda and Cabinet, Opposition & other groups full budgets, including the Chief Finance Officer's statutory report

Budget & Business Planning Timetable 2022/23

Annex 2

Month	Date	For/From	Action/Event
February	Early February	Communities & Local Government	Final Local Government Finance Settlement
	03 February 2022	Opposition & Other Group Leaders	Deadline for amendments to Cabinet budget by Opposition and other groups to Committee Services (By 9am)
	03 February 2022	Committee Services	Publication of amendments to Cabinet budget by Opposition and other groups
	08 February 2022	Council	Agrees Revenue Budget 2022/23; Capital Programme 2021/22 - 2031/32; MTFS 2022/23 - 2025/26 and Corporate Plan 2022/23 - 2025/26

Divisions Affected – All

Cabinet
19 October 2021

Oxfordshire's Draft Homelessness and Rough Sleeping Strategy 2021-2026

Report by Corporate Director of Adult & Housing Services

RECOMMENDATION

1. Cabinet is RECOMMENDED to agree Oxfordshire's draft homelessness and rough sleeping strategy 2021-2026 (annex 1).

Executive Summary

2. This is our first county wide Homelessness and Rough Sleeping Strategy and marks our commitment to inter-agency and cross sector partnership working. It is the result of ongoing partnership working to arrive at a common vision, set of principles and agreed actions for preventing homelessness and ending rough sleeping in the county.

Background

3. Three pieces of work primarily influenced and informed the development of the county-wide strategy: a 'Housing-led Feasibility Study' carried out by Crisis during 2019-2020 (annexe 2), recommendations of a Safeguarding Adult Board review of homelessness in Oxfordshire, and the 'Everyone In' response delivered across Oxfordshire.
4. The County-wide Homelessness Steering Group has completed consultation on the draft homelessness and rough sleeping strategy for Oxfordshire with partners and members of the public, including people currently sleeping rough or in temporary accommodation.
5. The strategy does not replace councils' own homelessness strategies, which are a statutory requirement of housing authorities, but sits above those to set out a common vision and set of priorities for Oxfordshire.

Key points

6. This multi-agency strategy will underpin the transformation in the way housing, social care and health services work together with people in need of housing and support.

7. The focus of the strategy is on rough sleeping and single homelessness, including couples without dependants. There will be close working and connection across to the work on families, young people, people with mental health problems and people experiencing domestic abuse.
8. A draft Governance Proposal, in line with OSAB and Crisis recommendations, for a Director level Board to oversee this transformation is being worked up. This would be able to mitigate key risks like shared information processes across Authorities. The first meeting is planned to take place in November.
9. The draft priorities are:
 - Proactively prevent homelessness
 - Rapid response to rough sleeping
 - Focus on the person not the problem
 - Timely Move-On
 - The right home in the right place
10. Action plan - Underpinning the strategy is the attached action plan which is being overseen by the countywide homeless steering group (annex 2).

Corporate Policies and Priorities

11. The strategy directly contributes to Oxfordshire County Council's aims set out in our Corporate Plan to: create thriving communities for everyone in Oxfordshire where people live safe, healthy lives and play an active part in their community and provide services that enhance the quality of life in our communities and protect the local environment.

Financial Implications

12. An important part of delivering the strategy is via the commissioning of services to support people who are homeless or at risk of homelessness. Although the County Council is leading on the commissioning process on behalf of the partners that are contributing to the pooled budget of £3,820,886 (Oxfordshire County Council's contribution to this is £940,000 per year), the commissioning is a truly collaborative effort. The City Council in particular, is informing and jointly leading the commissioning, as a major investor in services.
13. There are no direct financial savings achieved. The value of the existing contracts has been set as the annual budget for the new service. The impact of the Alliance working together to deliver the service will be increased efficiencies, better value for money and the provision of better and more impactful services.

Reviewed and Checked:

Danny Doherty, Senior Finance Business Partner,
 Danny.Doherty@Oxfordshire.gov.uk

Legal Implications

14. There are no legal implications arising directly from this report. There is no statutory requirement for Oxfordshire County Council to formulate a homelessness and rough sleeping strategy however it provides the opportunity to set out a common vision and set of priorities for Oxfordshire.

Comments checked by:

Christian Smith, Principal Solicitor (Contracts and Conveyancing)

Equality & Inclusion Implications

15. The attached Equality and Climate Impact Assessment has been completed for the strategy (annex 3).

Risk management

16. The county wide strategy is not required by law but is a county wide commitment to preventing and tackling homelessness. It complements the district councils' statutory homelessness and rough sleeping strategies.

Consultations

17. The draft strategy went out for consultation to the public and key stakeholders in February 2021. The strategy has been amended because of the feedback we have received which, included comments from people with lived experience of homelessness.

Stephen Chandler, Corporate Director of Adult and Housing Services
 October 2021

Contact Officer Vicki Jessop, Interim Assistant Director Housing and Social Care
 Commissioning, vicki.jessop@oxfordshire.gov.uk

October 2021

Appendix 1

Oxfordshire's Homelessness and Rough Sleeping Strategy 2021-26

Introduction

This is the first county wide Oxfordshire Homelessness and Rough Sleeping Strategy and marks a commitment to an inter-agency cross sector partnership approach. Significant innovations include a Housing Led / Housing First approach, so that people are supported in tenancies rather than proving they are tenancy ready, and use of a By Name List to ensure real time data informs decisions and developments.

The Covid-19 response has shown things can be done differently when normal rules no longer apply. Councils, under the government's 'Everyone In' scheme were required to provide self-contained emergency accommodation to people sleeping rough during the lockdown. This took a public health approach, overriding existing legal tests of who might qualify for assistance. Services in 2020 are working to ensure those accommodated do not return to rough sleeping, in part funded by the Next Steps Accommodation Programme (NSAP), which has now become the Rough Sleeper Accommodation Programme (RSAP).

However, we collectively face challenges in coming months and years. The ongoing health threats of the Covid-19 pandemic put those who are homeless, or who live or work in shared housing and support services at increased risk and make the provision of services more challenging. The economic impacts have the potential to significantly increase financial hardship and put more people at risk of homelessness. Voluntary and community sector organisations that provide an important safety net are also experiencing financial and operational impacts.

This strategy draws on the year-long Housing-led Feasibility Study, undertaken by Crisis during 2019-2020, which engaged with people with lived experience of homelessness and rough sleeping in Oxford and countywide. A housing-led, or 'rapid rehousing', approach seeks to end a person's homelessness by moving them into their own home as soon as possible, before addressing any other issues they may need support with. This would be a significant change from the current provision which is heavily focussed on placements within supported accommodation, including hostel provision. Prevention of homelessness by working upstream is also fundamental to the strategy.

The strategy is informed by the recommendations of the Oxfordshire Safeguarding Adults Boards' Thematic Review (SAR) of Homelessness 2019, which explored the circumstances surrounding the deaths of 9 individuals who had all experienced what the report terms multiple exclusion homelessness leading up to, and at the time of, their deaths in 2018/19.

The strategy is also informed by the recommendations from the Homelessness Health Needs Assessment published in 2019.

The Oxfordshire councils, Oxfordshire County Council; Oxford City Council; Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire District Councils; the Oxfordshire Clinical Commissioning Group (CCG) and Oxford Health NHFT currently resource around £12.5 million worth of supported housing¹, targeted at people in housing need and those who sleep rough. In addition, Oxfordshire benefits from a great deal of community-based support. However, this strategy is needed because:

- Over the course of a year around 600-700 people sleep rough in Oxfordshire
- 64 people were sleeping rough in Oxfordshire on a 'typical' night in November 2019
- Life expectancy for people who sleep rough, is on average 30 years less than the rest of the population. People who sleep rough die, on average, between the ages of 43 and 47 years
- People who sleep rough are 17 times more likely¹ to be victims of violence than those who do not
- Nationally, 14% of those who sleep rough are women. A quarter of women sleeping rough have been sexually assaulted while on the streets
- Three quarters of people who are street homeless experience mental ill health.
- Two thirds of people who are street homeless report using drugs and/or alcohol to cope
- In Oxfordshire, our housing, social care and health systems are fragmented. Access to housing is linked to location and can be dependent on district or city connection
- Those currently using housing and support services have very little choice over or input to these.

The Ministry of Housing, Communities and Local Government (MHCLG) is supporting Oxfordshire councils to work in a more coordinated and consistent way to tackle rough sleeping and homelessness by resourcing the partnership to deliver a 'one system' approach in Oxfordshire.

This multi-agency strategy will underpin a transformation in the way housing, social care and health services work together and work with people in need of housing and support. It will inform future commissioning of services within Oxfordshire. It will be subject to annual review with partners.

The focus of this strategy is on rough sleeping and single homelessness including couples without dependants. There will be close working and connection across to the work on families, young people, people with mental health issues and people experiencing domestic abuse.

There is a separate Action Plan setting out 1) actions, 2) by whom and 3) Outcomes/measures for each of the "We will" bullet points within the 5 priorities set out below. This plan will be kept under review.

¹ This figure includes Mental Health supported accommodation

Vision

To prevent and resolve homelessness, so that no one sleeps rough in Oxfordshire and that sustainable housing solutions are found so that the impact of homelessness on people's lives is reduced.

Principles

- We treat people in need of our services with respect
- We acknowledge people as individuals and work with their strengths
- We work in a 'psychologically informed way', understanding how past trauma and adverse childhood experiences affect people who experience homelessness
- We actively involve people affected by homelessness in identifying solutions and offer choice wherever possible
- We avoid 'gatekeeping' in the delivery of services
- There is a human face to our services so that the person who is homeless has a named person they can contact
- We focus on the health, wellbeing and quality of life of people who experience homelessness, addressing the whole person, not just housing needs
- We co-operate to deliver a co-ordinated and consistent service across the county
- Take action to maximise the resources available to deliver the vision
- We will engage positively with the voluntary sector and faith-based groups
- Senior leaders across the system will seek to influence and lobby national policy and longer-term funding developments across MHCLG, Dept of Health, MOJ etc

Purpose/ Mission: transform the way we respond

Developing a whole system approach is at the heart of this strategy. We need to coordinate the way services work together to prevent people from being passed between agencies without clarity as to who retains responsibility or who to contact; or from becoming lost in the gaps between services. We need to ensure we respond to the wider needs of individuals, not just their presenting or urgent issue. We will:

- Hold relevant organisations and system leaders to account for delivering strategic objectives and service improvement, through clearer countywide governance, in relation to the prevention of and effective response to 'multiple exclusion' homelessness.
- Ensure greater choice and flexibility in provision of housing and support and greater collaboration to deliver better outcomes.
- Prevent people in need of housing and support from being passed between agencies Establish system-wide performance indicators, focusing on

performance at the 'joins' between services and overall outcomes of the individual, not just the project

We need to transform the way our services understand and respond to the hopes, needs and experiences of individuals. We will:

- Ensure our services understand and adjust for the impact of past trauma and adverse childhood experiences, particularly on those experiencing 'multiple exclusion homelessness'. This means workforce transformation across the statutory and voluntary sectors.
- Ensure that our services are culturally competent and able to respond to the diversity and individuality of the people we work with, including the importance of informal networks to people's lives.

Priorities:

1. Proactively prevent homelessness

The Homelessness Prevention Act 2017 extended the period in which a household is defined as 'threatened with homelessness' from 28 to 56 days. It also placed a new 'prevention' duty on local authorities to 'take reasonable steps' to prevent the threatened homelessness of anyone who is eligible.

The City and district councils have implemented the new legislation and practices. However, research shows that the prevention rate can be further improved where intervention occurs before the 56 day timescale in the Act. Good practice initiatives need to be developed further, to ensure a coherent countywide prevention approach, informed by direct evaluation from those with lived experience. Crisis's research found Oxfordshire councils are more than five times more likely to give financial assistance to someone owed a prevention duty to secure alternative accommodation than to help them to secure the accommodation they were already occupying.

A significant focus on prevention will be essential over the coming months and years, as we recover from the impact of the COVID-19 pandemic. Between March - May 2020, the number of claimants of unemployment benefits in Oxfordshire increased from 6,655 to 17,500, an increase of 10,845 or 163%. This was above the increases across England (+114%) and the South East as a whole (+150%)². The government put a hold on eviction processes following lockdown, but these recommenced in October 2020. Local authorities need to overcome any concerns that engaging with people at an early stage of housing need will increase caseloads. The Homelessness Code of Guidance for Local Authorities states that advice and information should aim to assist people as early as possible to maximise the chance

² <https://oxfordshire.org/covid-19-economic-impact-showing-in-data-new-reports-added-to-ocf-insight-website/>

of preventing homelessness, as well as encouraging them to contact the Authority as soon as possible rather than waiting until crisis point.

Statutory service cannot do this alone and will need to support a wide range of partners to ensure availability of accurate, accessible and timely help and advice.

We will:

- Implement effective, evidence-based prevention services with strong links to specialist services e.g. mental health, drug and alcohol misuse.
- Improve access to timely, accurate information and advice on all elements of homelessness prevention
- Ensure there are effective links and “wrap around care” between services, so an individual is supported to access all the services they require.
- Go beyond the homelessness legislation to intervene early and prevent homelessness whether there is a statutory duty or not
- Deliver consistent tenancy sustainment support across the whole county and all housing providers and tenures including in the Private Rented Sector (PRS), and supported housing including pre-eviction protocols where appropriate
- Use a data-led approach to proactively identify those who may be at risk of losing accommodation or of being discharged without accommodation
- Ensure housing options services are accessible and responsive to all who need them, including a strong PRS offer such as deposits and rent in advance.

2. Rapid response to rough sleeping

Current outreach services tend to focus on verification and the ‘processing’ of people who sleep rough, with limited opportunity for individuals concerns to influence what happens to them. The default option is often a referral to whichever supported housing project has a bedspace available. It is evident that many people with lived experience avoid or disengage from statutory services because of restricted options or placements that do not fit their wider needs.

These include concerns about physical and psychological safety and the opportunity to either abstain from or safely use alcohol and other substances.

The SAR highlighted concerns that in some cases people experiencing multiple exclusion homelessness are required to sleep rough before they can access necessary help, support and care services. Records show that 20% of those accommodated within county under **Everyone In** had No Recourse to Public Funds (NRPF) or were EEA workers who had lost their Worker Status. These are people

who are prevented by law from accessing mainstream housing, welfare benefits and employment.

We will:

- Ensure that people experiencing multiple exclusion homelessness are not required to sleep rough in order to be offered help
- Ensure rapid access for all those who are sleeping rough or at immediate risk of rough sleeping to a 'psychologically informed' assessment of their specific needs
- Wherever possible keep people in their local area, where long term housing solutions can be found, rather than having to travel to the City for accommodation and support services
- Provide access to advocacy and informal support from peer mentors
- Provide a range of safe, dignified provision for people coming directly from the streets
- Provide a range of flexible accommodation, which can be adapted for single people or couples and create safe spaces for women and LGBTQ+ rough sleepers
- Identify appropriate housing and support solutions by working jointly with individuals in housing need, using a strengths-based approach
- Ensure that people experiencing multiple exclusion homelessness benefit from an integrated approach to their care and support, mental health, physical health, drug and alcohol misuse and accommodation needs
- Identify appropriate safety nets for people with No Recourse to Public Funds (NRPF) including EEA Nationals having problems with Worker Status.

3. Focus on the person, not the problem

Many individuals remain involved in the homelessness 'system' for years, sometimes decades, unable to move forward despite the involvement of multiple professionals. There is concern that some individuals are not on any authority's housing register; they continue to be affected by past incidents and are dealt with in a 'deficit-based' way. A lack of collective responsibility too often allows individuals to drop between services, effectively 'ceasing to exist' until the re-present.

There is need for an oversight mechanism; shared responsibility for a list of those who need a multi-agency case-management approach to end their homelessness.

This needs to be based on a plan, co-produced with the individual, centred on their specific needs and aspirations.

Supported housing placements are often the 'default position', regardless of an individual's needs, concerns or aspirations. Most people who sleep rough are offered no other option. Much supported housing is of relatively low physical standard which is difficult to change when those living there have little incentive to maintain it, having been given no choice to live there and it being transitory in nature. It may be difficult for specific placements to accommodate couples or pets, which prevents the formation or sustainment of relationships and connections.

The Crisis research highlights inherent conflicts in the current 'staircase model' which requires people to remain in supported housing for around 12 months to demonstrate 'tenancy readiness'. The nature of supported housing prevents those accommodated from treating it as their home and forming any kind of connection. Concentrating people with a range of 'behavioural problems' in one location is challenging for individuals. It also means that staff must try and balance the need to enforce necessary rules with the development of positive relationships that those placed need in order to achieve positive change.

Crisis acknowledge that a minority of people in housing need may benefit from congregate models of supported housing, mainly where:

- their needs for assistance to sustain independence is based around health needs that may benefit from therapeutic group work, rather than behavioural challenges
- their health and wellbeing require a significant degree of constant active monitoring to ensure their safety
- an important element of assistance is the provision of mutual support from those with shared experiences or a shared commitment to behavioural change.

Ultimately, supported housing can be an expensive way of delivering housing support because of the staff time involved in managing interactions between people with different but complex behavioural problems.

We will:

- Adopt a 'Housing-led' approach to providing the level and type of support agreed with those at risk of rough sleeping or experiencing multi-exclusion homelessness
- Improve the multi-agency case management of people who have been sleeping rough long term, by implementing the 'By Name' approach
- Improve wider wellbeing and improve quality of life of those in housing need, including those experiencing multiple-exclusion homelessness. This will include timely intervention from specialist services e.g. mental health, drug and alcohol misuse, physical health and Safeguarding including neglect as well as implementing the learning from the Mortality Review Panel which investigates the deaths of all homeless people in Oxfordshire.

- Ensure rents are such that people are able to work, and are supported to maintain / return to work.

4. Timely move on

Over 1000 bedspaces are currently commissioned across the county, plus a significant amount of floating support, outreach, advice and day provision. Investment in the total resource, including mental health provision, was estimated at £12.5 million. Crisis found that most people moved into supported housing do not go through the Housing Options process and only 13% of those placed in supported housing gained access to settled housing during 2018/19.

Significantly, the difficulty in finding move-on accommodation means many individuals stay far longer in what is intended as transitory, supported housing than intended. The frustration this causes can undo positive changes made by the individual in conjunction with the support staff. The SAR highlights that a bedspace in supported accommodation is not a 'solution' to people's needs or aspirations. Delayed move on can impact negatively on people in a similar way to delayed discharge from hospital

Funding arrangements in supported housing impact on individuals often not being able to afford to move on if they gain employment. This is not the case where support is provided separately to housing.

We will:

- Ensure those accommodated in supported temporary housing have clearly identified and regularly reviewed routes to settled accommodation
- Improve access to social housing by single households experiencing or at risk of homelessness by ensuring a strong focus in the work of the Housing Needs teams and necessary changes in relevant policies.

5. The right home in the right place

In Oxford the average house price of £513,754 is around 17 times the UK average yearly household income of £29,600. The lack of supply of affordable one bed properties remains a problem countywide. However, research found examples of quotas for move-on allocations not being filled, and of registered providers (RPs) letting their accommodation via Right Move because they have not been let through Choice Based Lettings schemes. The level of social housing lettings per 1000 households in Oxfordshire is currently above the national average. However, the numbers of those social housing registers in Oxfordshire have fallen faster than the national average. A significantly lower proportion of lettings to those in

'reasonable preference' categories are made to those who are homeless, within the county. The proportion of lettings going to the most vulnerable single homeless applicants in Oxfordshire is half the national average. There is evidence of overly restrictive practices in the way local authorities manage access to their housing registers for those who have had problems in past tenancies, although there is a lack of data as to the numbers affected.

During **Everyone In**, researchers identified many individuals who were not on a housing register despite having been homeless in a locality for many years. Mental health service providers gave evidence that people with a diagnosis of mental health issues are frequently denied access to housing registers.

Local authorities are not using their powers to create their own additional preference categories. The only example of this is at CDC, for people experiencing domestic abuse. A much higher proportion of social housing allocations in Oxfordshire go to households nominated by local authorities to RPs than is the case nationally.

There is anecdotal evidence that some RPs are risk adverse in relation to housing more vulnerable residents, but this is not adequately monitored or evidenced. Policies relating to move on from supported housing focus on demonstrating 'tenancy-readiness' when this could be achieved by being 'tenancy-supported'.

There is good work being undertaken by councils and voluntary and community sector organisations to secure access to the private rented sector (PRS) for those experiencing homelessness, but this is patchy and not consistent across the county. Some council schemes do not focus on single households and tenancy sustainment provision is not consistent.

All opportunities need to be explored to widen the range of housing options for single people, to better respond to individual needs and choices.

We will:

Minimise all barriers to allocating social housing to single homeless households in greatest housing need, monitoring, reviewing and developing allocation policies, working positively with Social Landlords to understand and mitigate concerns, ensure excellent and persistent delivery of support, which can be long term when needed

- Work with Registered Providers to ensure applicants with support needs are 'tenancy supported', not 'tenancy ready'.
- Promote access to and sustainment of good quality tenancies in the private rented sector
- Increase the supply and range of housing options for single households by: setting targets for allocations to Housing First, measure results and hold system leaders to account; influencing developers, Planning policies and

registered providers, including considering new build options; considering retention of some shared housing as low or no support.

Appendix A Strategic Context

Housing Act 1996 as amended/ Homelessness Reduction Act 2017

Our District and City housing authorities have a statutory responsibility for publishing an homelessness and rough sleeping strategy every five years and must prevent homelessness and offer assistance.

The Care Act 2014

Places a duty of the County Council, explicitly referencing housing as key to promoting the integrations of health and care

The County strategy, [Oxfordshire 2030](#) set out the overarching strategic plan for the future of Oxfordshire, including the priorities:

- Healthy and thriving communities
- Reducing inequalities and breaking the cycle of deprivation

The strategy is to be achieved through a partnership approach.

NHS Long Term Plan

Appendix B Resources

Local housing authorities

Oxford City, Cherwell, South Oxfordshire, Vale of Oxfordshire and West Oxfordshire District Councils

- Housing options teams
- Housing allocations teams
- Strategic Housing Teams
- Revenues and Benefits teams
- Economic growth teams

Health, Education and Social Care (HESC) Commissioning, Oxfordshire Clinical Commissioning Group (OCCG)/Oxfordshire County Council

- Financial resources: commissioning
- Staff resources in relevant teams – Adult social care/ mental health/ Childrens Services/ education
- Public Health

NHS Health Trusts

- Oxford Health for mental health and Community Services Directorate where Luther Street and District Nursing sit and links for Out Of Hospital project
- OUH linked in re the Out Of Hospital project and have significant role re health and wellbeing of homeless population including a community safety and safeguarding agenda around homelessness. Homeless people are

invariably high demand users of healthcare, in particular urgent / emergency care services

MHCLG funding

- Rough Sleepers Accommodation Programme formally called Next Steps
- Rough Sleepers Initiative
- Cold Weather Fund
- [Extra help for rough sleepers with drug and alcohol dependency - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/extra-help-for-rough-sleepers-with-drug-and-alcohol-dependency)

Voluntary and community sector organisations and the general public who want to see an end to rough sleeping. This includes Oxfordshire Homeless Movement and the Lived Experience Advisory Forum. Also the current providers of homelessness services: Connection Support, Homeless Oxfordshire, Mayday Trust and St. Mungo's. But also the many locally based community groups and charities who offer important help and support to people affected by homelessness.

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Appendix 2

Oxfordshire's Homelessness and Rough Sleeping Strategy 2021- 26

Action Plan 6/5/21 for continuous development

Transform the way we respond

	Objective	Action	By Whom	Key outcomes/measures
T.1	Hold relevant organisations and system leaders to account for delivering strategic objectives and service improvement	<ul style="list-style-type: none"> Establish clearer countywide governance, in relation to the prevention of and effective response to 'multiple exclusion' homelessness 	Lead: Countywide Homelessness Steering Group (CHSG) working with relevant lead officers.	Strong governance arrangements in place. Effective decision-making and lines of accountability identified.
T.2	Ensure greater choice and flexibility in provision of accommodation and support and greater collaboration to deliver better outcomes	<ul style="list-style-type: none"> Review commissioning and contract management of support services 	Lead: OCC (Oxfordshire County Council) and OCtyC (Oxford City Council) reporting to Joint Management Group (JMG) as part of CHSG.	New accommodation based and floating support services in place
T.3	Prevent people in need of housing and support from being passed between agencies	<ul style="list-style-type: none"> Establish system-wide performance indicators, focusing on performance at the 'joins' between services and overall outcomes of the individual, not just the project 	Lead: CHSG	New protocols and ways of working. Concept of a virtual county wide housing team

T.4	Ensure services understand and adjust for the impact of past trauma and adverse childhood experiences, particularly on those experiencing 'multiple exclusion homelessness'. This means workforce transformation across the statutory and voluntary sectors.	<ul style="list-style-type: none"> Deliver services in a psychologically informed way linking with specialist services to minimise harm including suicide prevention. 	Lead: OCC and CHSG	Workforce transformation piece included in commissioning. Staff in all relevant organisations completing training and implementing
T.5	Ensure that our services are culturally competent and able to respond to the diversity and individuality of the people we work with, including the importance of informal networks to people's lives.	<ul style="list-style-type: none"> Deliver services with a strong focus on Equality, Diversity and Inclusion 	Lead: OCC and CHSG	Positive experiences reported. EDI framework with reach across workforce transformation and monitoring.

Proactively prevent homelessness

	Objective	Action	By Whom	Key outcomes/measures
1.1	Implement effective, evidence-based prevention services with strong links to specialist services e.g. mental health, drug and alcohol misuse.	<ul style="list-style-type: none"> Share practice among local authorities as to prevention initiatives, that work well 	Lead: District Councils and OCtyC	Improved prevention and 'pre-prevention' and relief rates
		<ul style="list-style-type: none"> Involve those with direct experience of homelessness in the design of prevention services 	Lead: Steering group	Co-production embedded in commissioning and service development
1.2	Improve access to timely, accurate information and advice on all elements of homelessness prevention	<ul style="list-style-type: none"> Consult with people with lived experience as to the type and form of information they need and can access Improve signposting, information and advice 	Lead: District Councils and OCtyC	Co-production embedded in commissioning and service development

1.3	Go beyond the homelessness legislation to intervene early and prevent homelessness whether there is a statutory duty or not	<ul style="list-style-type: none"> Engagement before the 56 days 	Lead: District Councils and OCtyC	Upstream prevention achieved using PHPs and the recommissioned floating support.
1.4	Deliver consistent tenancy sustainment support across all housing providers and tenures including in the Private Rented Sector (PRS), and supported housing including pre-eviction protocols where appropriate	<ul style="list-style-type: none"> Coordinate the system for tenancy support across providers Consistent implementation of pre-eviction protocols 	Lead: OCC, Districts and OCtyC	Recommissioned and in-house floating support services that prioritise and impact on those most at risk with an absolute minimum of evictions which are managed to minimise impact and with active safeguarding.
1.5	Proactively identify those who may be at risk of losing accommodation or of being discharged without accommodation	<ul style="list-style-type: none"> Collect and share data effectively across organisations Engagement with hospitals and prisons 	Lead: OCC and OCtyC	Implementation of By Name approach recommended by Crisis. Improve the commissioned data collection system (currently Oxthink) and other data led initiatives lined to welfare reform work.
1.6	Ensure housing options services are accessible and responsive to all who need them, including a strong PRS offer such as deposits and rent in advance.	<ul style="list-style-type: none"> Provide support to those who need help navigating or accessing homelessness prevention services 	Lead: CHSG	Consider how to resource initiatives previously funded by Trailblazer. Make best use of community navigators and embedded housing workers

Rapid response to rough sleeping

	Objective	Action	By Whom	Key outcomes/measures
2.1	Ensure that people experiencing multiple exclusion homelessness are not required to sleep rough in order to be offered help	<ul style="list-style-type: none"> Review all verification practices 	CHSG/OCC and OCTyC	No one is required to sleep rough in order to be prioritised for help
2.2	Ensure rapid access for all those sleeping rough or at immediate risk of rough sleeping to a psychologically informed assessment of their specific needs	<ul style="list-style-type: none"> Invest in a psychologically informed assessment hub in Oxford City 	CHSG/OCityC/OCC commissioners	Mental health, psychological support and drug and alcohol support is built into the model
		<ul style="list-style-type: none"> Explore options, including outreach, surgeries and digital methods for extending an assessment hub service countywide. 	CHSG/OCC commissioners	The assessment hub services are available county wide
		<ul style="list-style-type: none"> Co-locate clinical and professional specialists to ensure assessment covers full range of needs 	As above	As above
2.3	Provide access to support and advocacy from peer mentors	<ul style="list-style-type: none"> Embed peer mentors e.g. at the assessment hub 	As above	<p>People with Lived Experience are employed in the system</p> <p>Number of peer mentors trained</p> <p>No. of peer mentors providing sessions</p>
2.4	Provide a range of safe, dignified provision for people coming directly from the streets	<ul style="list-style-type: none"> Commission appropriate, safe and dignified provision for people coming directly from the streets 	CHSG	New contracts in place April 2022
2.5	Provide a range of flexible accommodation, which can be adapted for single people or	<ul style="list-style-type: none"> Commission a range of flexible accommodation, adaptable for single people and couples 	As above	As above

	couples and create safe spaces for women and LGBTQ+ rough sleepers			
2.6	Identify appropriate housing and support solutions by working jointly with individuals in housing need, using a strengths-based approach	<ul style="list-style-type: none"> Embed a strengths-based approach in organisations providing housing and support 	CHSG	No. of staff trained in strengths-based approach
2.7	Ensure that people experiencing multiple exclusion homelessness benefit from an integrated approach to their care and support, mental health, physical health, substance misuse and accommodation needs	<ul style="list-style-type: none"> Better inter-agency working based on learning from Crisis research and SAR Mortality Review process in place Development of wrap around care, led by substance misuse services, with MHCLG funding 	CHSG/OSAB	Reduced mortality rates and improved mental and physical wellbeing of people affected by homelessness
2.8	Identify appropriate safety nets for people with No Recourse to Public Funds (NRPF) including EEA Nationals having problems with Worker Status	<ul style="list-style-type: none"> Support partners and community organisations Map needs 	CHSG with Oxfordshire Homeless Movement	Reduce number of people with NRPF sleeping rough

Focus on the person, not the problem

	Objective	Action	By Whom	Key outcomes/measures
3.1	Adopt a 'Housing-led' approach to providing the level and type of support agreed with those at risk of rough sleeping or experiencing multi-exclusion homelessness	<ul style="list-style-type: none"> Review commissioning and contract management arrangements for the provision of support, ensuring choice and variety is maximised, including support not linked to a housing offer. 	CHSG/ OCityC/OCC commissioners	New contracts in place
		<ul style="list-style-type: none"> Ensure the development of supported housing in line with Housing Led principles 	As above	As above

		<ul style="list-style-type: none"> Undertake a clear assessment with every individual who requires support and arrange delivery in a flexible way minimising the need for moves 	As above	As above
3.2	Improve the multi-agency case management of people who have been sleeping rough long term	<ul style="list-style-type: none"> Implement the 'By Name' approach which will cover all people engaged with the Alliance and will be integrated with data systems. 	CHSG	BNL tracks and prioritises, ensures no one is lost and delivers system data to drive ongoing change.
3.3	Improve wider wellbeing and quality of life of those in housing need, including those experiencing multiple-exclusion homelessness. This will include timely intervention from specialist services e.g. mental health, substance and alcohol misuse and implementing the learning from the Mortality Review Panel which investigates the deaths of all homeless people in Oxfordshire.	<ul style="list-style-type: none"> Improve links to education; creative activities; physical activities; health and wellbeing services Work with partners to ensure all relevant strategies and services cover those in housing need 	CHSG	Reduced repeat homelessness and tenancy breakdown
3.4	Ensure rents are such that people are able to work, and are supported to maintain / return to work.	<ul style="list-style-type: none"> Ensure a focus on employment where relevant. Ensure that rents are as affordable as possible for people to be able to work. 	CHSG/ OCityC/OCC commissioners	Baseline data on employment year 1 then agreed plan to maintain or improve.

Timely move on

	Objective	Action	By Whom	Key outcomes/measures
4.1	Ensure those accommodated in temporary housing have clearly identified routes to move on accommodation	<ul style="list-style-type: none"> A clear lead identified for casework in each District / City for everyone and truly multi agency work. This will be integrated with the Personal Housing Plan (PHP) where there is a Prevention or Relief duty. PHPs may well be extended beyond the length of the duty. 	Lead: City and Districts / Alliance support worker and individual	Reduce time in temporary housing, improve flow in the system
		<ul style="list-style-type: none"> PHP or other casework plan to include active and regularly reviewed Housing register application 	City and Districts	Improved access to social housing
		<ul style="list-style-type: none"> Ensure clarity between the individual and accommodation provider as to the purpose of their stay and intended route forward 	Lead: Supported housing providers	Reduce time in temporary housing, improve flow in the system
4.2	Improve access to social housing for single households experiencing or at risk of homelessness	<ul style="list-style-type: none"> Work with RPs to deliver adequate affordable housing for single people and couples 	Lead: LA Strategic Housing Teams	Improved access to social housing

The right home in the right place

	Objective	Action	By Who	Key outcomes/measures
5.1	Minimise barriers to allocating social housing to single homeless households in greatest housing need	<ul style="list-style-type: none"> Regularly monitor cases of single homeless people excluded from the housing register. Encourage review of the exclusion criteria. 	Lead: Local Authority Housing Team (LAHT)	Improved access to social housing

		<ul style="list-style-type: none"> Understand and work with the concerns of RPs. Ensure the development of strong working relationships and agreements between the Alliance of support providers and the social landlords Monitor and report on the incidence of single homeless nominations which social housing landlords have not accepted to maximise learning and develop new solutions. Allocations across LA areas by appropriate means, albeit enabling people to stay local often best. Allocations integrated with BNL across the County. Clearing house for Hard to Let Properties. 	CHSG LAs and RPs CHSG LAs and RPs	As above
		<ul style="list-style-type: none"> Use the above monitoring information to revise all allocation policies 	LAs	As above
		<ul style="list-style-type: none"> Review all Nomination Arrangements with Registered Partners 	LAs/ RPs	Measures: Targets as part of Annual lettings plans for number of allocations made to those with additional support needs
		<ul style="list-style-type: none"> Review and share learning between local housing authorities on differences in rate of allocations going to more vulnerable single housing applicants 	LAs/ RPs	Improved access to social housing

		<ul style="list-style-type: none"> Establish an additional preference group on housing registers, covering those with a history of rough sleeping or at greater risk of sleeping rough 	LAs	Improved access to social housing
5.2	Work with RPs to ensure applicants with support needs are 'tenancy supported', not 'tenancy ready'	<ul style="list-style-type: none"> Ensure understanding of the difference in approach Ensure strong preparation work for taking up a tenancy with support. Ensure excellent and persistent delivery of support, which can be long term when needed, thereby minimising the impact and costs to social landlords. 	CHSG	Staff training New policies
5.3	Promote access to and sustainment of good quality tenancies in the PRS	<ul style="list-style-type: none"> Compare offers to landlords and recommend changes to incentives 	City and Districts/Landlord forums	Better access to PRS
5.4	Increase the supply and range of housing options for single households	<ul style="list-style-type: none"> Increase the number of Housing First tenancies from base of 30 to 50 per year across Oxfordshire with flexibility in proportions by area. Explore options for creation of suitable housing within planned developments and by consulting on new build options. Explore options for some smaller shared housing to include some low or no support beds thereby becoming housing led 	LAs and RPs	Delivery of Housing First (HF) target. Annual review of HF target against needs. Reduced reliance on shared supported housing Creation of new self contained and/or ensuite with shared kitchen provision with appropriate support on site. Possible expansion of shared housing capacity.

List of abbreviations

CHSG - Steering Group is the Countywide Homelessness Steering Group (CHSG) made up of lead public sector partners, Crisis and the Chief Executive of a housing association.

JMG – the Joint Management Group of organisations that fund homelessness services through a pooled budget which will become a subsection of the CHSG

OCtyC – Oxford City Council

OCC – Oxfordshire County Council

LAs – Local Authorities

LAHT – Local Authority Housing Team, maybe called differently in different authorities e.g. Housing Options Team, Housing Needs Team

RPs – registered providers of housing

OSAB – Oxfordshire Safeguarding Adults Board



DISTRICT COUNCIL
NORTH OXFORDSHIRE



**OXFORDSHIRE
COUNTY COUNCIL**

Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

September 2020

Section 1: Summary details

Directorate and Service Area	Adult Social Care and Housing – coordinating the consultation on this new county wide strategy on behalf of the County Wide Steering Group which comprises Oxfordshire County Council, Oxford City Council, Cherwell District Council, South Oxfordshire Council, Vale of White Horse District Council, West Oxfordshire Council, Oxfordshire Clinical Commissioning Group, Oxford Health and SOHA.
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	County Wide Homelessness Strategy
Is this a new or existing function or policy?	New
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>This strategy sets out for the first time how the lead public sector agencies in the county will work together and with people of lived experience (PLE) and the voluntary and community sector to prevent and resolve homelessness across the county through a housing-led approach that is based on the findings of Crisis research in Oxfordshire in 2019/20.</p> <p>The City and District Councils as housing authorities are required by law to have their own homelessness strategies that are based on an assessment of local housing need and are reviewed and revised every 5 years.</p> <p>Although a county wide strategy across the City and 4 District Council areas is not a statutory requirement it is seen as fundamental to a person-centred approach to tackling homelessness across the county. This strategy is about doing the best for people across Oxfordshire that are affected by homelessness and rough sleeping, working across geographical and professional boundaries to end rough sleeping and target resources collectively and in a prioritised way to meet the needs and aspirations of people affected.</p>
Completed By	Gillian Douglas

Authorised By	Count Wide Homelessness Steering Group - tbc
Date of Assessment	26/10/20

Section 2: Detail of proposal:

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>This is the first strategy developed on homelessness that is multi-agency and county wide.</p> <p>It reflects the findings of Crisis research undertaken in Oxfordshire in to a housing led approach for Oxfordshire by looking at the experiences of single homeless people, what has been learned from strengths based needs assessments during the covid-19 period and what is and is not working in the current homelessness system. This research has been considered by partners and is due for publication in November 2020.</p> <p>The strategy also takes in to account the recommendations from the thematic review of the deaths of 9 people in 2018/19 who had experienced multiple exclusion homelessness. This report is also due for publication in November 2020.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The strategy sets out the following vision and principles :</p> <p>Vision <u>To prevent and resolve homelessness, so that no one sleeps rough in Oxfordshire.</u></p> <p>Principles</p> <ul style="list-style-type: none"> • We treat people in need of our services with respect • We acknowledge people as individuals and work with their strengths • We work in a 'psychologically informed way', understanding how past trauma affects people who experience homelessness • We actively involve people affected by homelessness in identifying solutions • We focus on the health, wellbeing and quality of life of people who experience homeless, addressing the whole person, not just housing needs

	<ul style="list-style-type: none"> • We co-operate to deliver a co-ordinated and consistent service across the county <p>The strategy sets out 5 areas for action and improvement :</p> <ol style="list-style-type: none"> 1. Proactively prevent homelessness 2. Rapid response to rough sleeping 3. Focus on the person, not the problem 4. Timely move on 5. The right home in the right place <p>And is supported by an action plan outlining the key actions and what will be changed over the next 5 years.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The views of 30 people who were rough sleeping or who were homeless and in some form of temporary accommodation were gathered by peer researchers as part of the Crisis research. In addition, the strengths based needs assessments carried out with 86 of the people accommodated as part of 'Everyone In' were considered in order to inform the findings.</p> <p>At a national level, based on the November 2019 data which counted 4,266 rough sleepers we know that :</p> <p>Rough sleeping has increased by 141% since 2010 although according to the annual count numbers decreased by 9% between 2018 and 2019.</p> <p>86% of rough sleepers are men and 14% are women. People who have no recourse to public funds are over-represented face major barriers in receiving help from housing authorities because of their immigration status and related ineligibility for most housing help.</p> <p>Research suggests that there has been an upward trend of women sleeping rough, in both proportional and absolute terms. The average age of death for women who experience rough sleeping is lower than that of men who sleep rough (42 years compared to 44 years. In comparison the average age at death in the general population is 76 years for men and 81 for women).</p>

	<p>There is increasing evidence showing that the cause of women's homelessness, and trajectories they take through it, tend to differ from those of homeless men, and, for multiple reasons, women who experience rough sleeping also experience increased vulnerability.</p> <p>Evidence has shown that women who experience rough sleeping also experience higher rates of mental ill-health. These women are also more likely to experience sustained or repeated rough sleeping.</p> <p>Women who experience rough sleeping are more likely than men to have experienced traumas, including self-harming and domestic violence. Despite not always being a direct cause of homelessness, evidence has shown that experience of domestic violence and abuse is very common among women who become homeless.</p> <p>There is little or no data about the ethnicity of rough sleepers but we do know that 64% of rough sleepers are UK nationals, 22% are EU nationals and 4% are non-EU nationals.</p> <p>In terms of the health needs of rough sleepers data shows that 20% have no alcohol misuse, drug misuse or mental health support needs. 42% have alcohol misuse needs, 41% have drug misuse need and 50% have mental health support needs.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The alternative option is to not have a county wide strategy and to continue only with individual housing authority strategies. This is not the preferred option because of the benefits of working in an integrated and county wide way that is to the benefit of our communities and specifically single homeless people and rough sleepers.</p> <p>We recognise we need to bring the housing, health and social care systems together in an integrated way to prevent homelessness and offer the solutions that are required.</p> <p>The Ministry for Housing, Communities and Local Government also expects to see more integrated and joined up working in Oxfordshire and for better cooperation and coordinations to be developed between all agencies that have a role in ending homelessness.</p>

Section 3: Impact Assessment

Please indicate for each of the Public Sector Equality Duty ‘protected characteristics’ whether there may be no impact, a positive or negative impact, or a mixture of both. If there is no impact, you do not need to complete the rest of that row.

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	As shown by the data rough sleepers die on average 39 years prematurely (for women) and 32 years prematurely (for men). By improving prevention and effective intervention we will reduce the risk of early death.			
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	50% of rough sleepers are affected by mental ill health but also physical ill health which may result in disability. We aim to reduce this by improving prevention and response and making sure			

				people get the services they need.			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	While we do not have ethnicity data we know that a 26% of rough sleepers are non UK nationals and are more likely to be destitute and excluded from services as a result of their immigration/worker status.			
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Women who are rough sleeping are particularly vulnerable targeted women-only services need to be considered.			
Sexual Orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Research by the Albert Kennedy Trust has found that LGBT young people are more likely to find themselves homeless than their non			

				LGBT peers, comprising up to 24% of the youth homeless population.			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Additional impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Additional community impacts							
Rural communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Wider impacts							
Staff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:							
Energy use in our buildings or highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Our fleet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Purchased services and products (including construction)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:							
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	
Person Responsible for Review	
Authorised By	

Divisions Affected - All

Cabinet – 19 October 2021

Local Transport and Connectivity Plan

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. Cabinet is RECOMMENDED to
 - a) endorse the content of the LTCP document, and the supporting strategies as the basis for public consultation, commencing in November 2021 for a period of 6 weeks, and
 - b) delegate the decision on the final LTCP document, including graphical format to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Highways Management and Cabinet Member for Travel and Development Strategy.

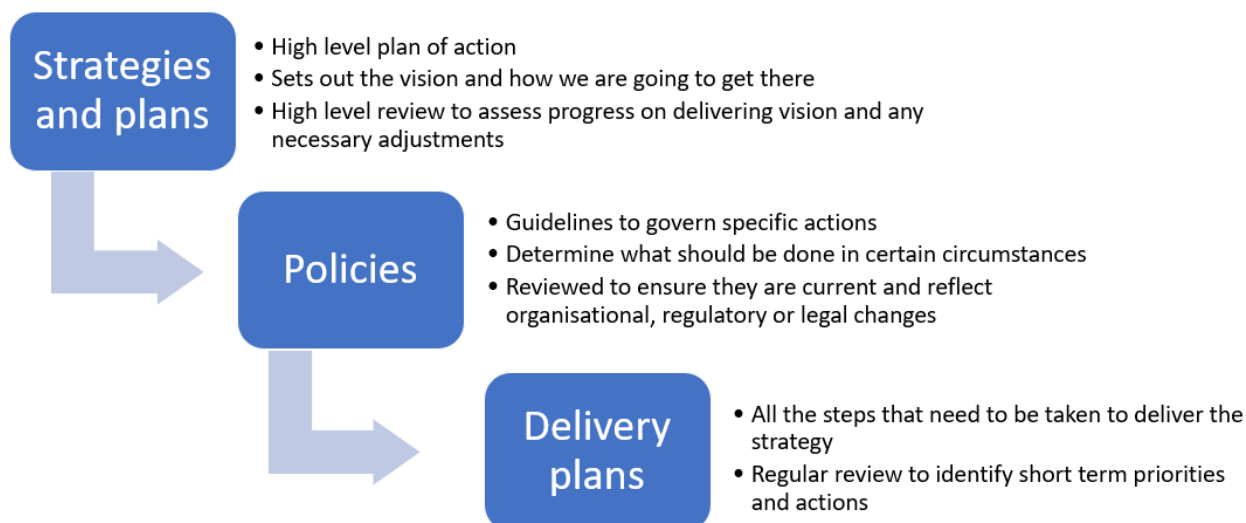
Executive Summary

2. This report updates Cabinet on the Local Transport and Connectivity Plan (LTCP). Specifically, it outlines the context and key points included in the draft LTCP Document (Annex 1), on which it is proposed to undertake public consultation. It also includes context about the supporting data (Annex 2), draft Freight and Logistics Strategy (Annex 3), draft Innovation Framework (Annex 4), draft Active and Healthy Travel Strategy (Annex 5), Bus Service Improvement Plan and the Integrated Sustainability Appraisal (Annex 6). It is proposed that these documents are all endorsed for public consultation commencing in November 2021.

Background to development of the LTCP

3. Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling the new Oxfordshire document the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county.
4. The LTCP is a strategy document. These are high level plans of action which set out the current situation, a vision and how we are going to achieve the vision. The strategy contains a set of policies which govern specific actions. Strategies and policies are generally reviewed every 1 to 5 years to assess high level progress made, ensure they remain current and make any necessary adjustments.
5. Strategies are then supported by delivery plans which provide more detail and set out all of the steps that need to be taken to deliver the strategy. These are reviewed more

frequently and amended to reflect our short term priorities and funding. This process is summarised on the diagram below.



6. The current Local Transport Plan 4 (LTP4) was adopted by the Council in 2016. It has provided a strategic transport policy framework for Oxfordshire over the last few years. It has also supported bids for significant transport scheme funding, such as the Oxfordshire Housing and Growth Deal schemes, and supported development of recent district Local Plans.
7. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council's new corporate priorities, particularly the commitment to tackling the climate emergency by enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. The LTCP is an opportunity to develop a transport policy framework that reflects these changes and implements a new way of thinking.

LTCP Development

8. We have developed and consulted upon the LTCP in 3 stages. This process has allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before final inclusion in the LTCP.
9. The stages of development that we have conducted are:
 - Stage 1 – Topic Paper Engagement
 - Stage 2 – Development of Vision Document
 - Stage 3 – Development of LTCP and supporting strategies
10. Due to the LTCP's influence on all residents travel and everyday lives, as well as impact on visitors and businesses in Oxfordshire, it has been important to develop it with high levels of engagement and consultation. We have engaged with the public and key stakeholders on two occasions: topic paper engagement in March 2020 and the vision document consultation in February 2021. District policy partners, campaign groups and a specially formed LTCP Steering Group have all guided development to date, along with input from the cross-party Transport Cabinet Advisory Group.

LTCP Document

11. It is important to note that all of the documents accompanying this report are currently in draft form. There is an opportunity to refine content before it is shared for public consultation, including creating final graphical versions using a specialist designer.
12. The current draft of the LTCP document is shown in Annex 1. In summary this includes the following sections:
 - **Introduction**
 - **Oxfordshire context:** Sets out background about the county and the role of sub-national transport bodies.
 - **Policy context:** Provides a summary of key local and sub-national policies.
 - **The challenge:** This section gives some context to the challenges associated with planning for transport to 2050.
 - **Evidence base:** Summarises key headlines from the evidence base analysis.
 - **Vision and themes:** This section outlines the LTCP vision and underpinning key themes.
 - **Decarbonisation:** Summarises the issue and our approach to delivering a zero-carbon Oxfordshire transport system.
 - **Policy chapters:** These chapters include the LTCP policies and supporting commentary.
 - **Funding and implementation:** Details how the LTCP will be implemented and potential funding sources.
 - **Monitoring:** This section outlines how the LTCP will be monitored and what the key performance indicators are.
13. The key sections of the document are considered to be the vision, key themes and policies. A summary of these sections is set out below for ease of reference.

LTCP vision and key themes

14. We have developed a transport vision to set out the overarching direction for transport in Oxfordshire. The vision outlines a clear long-term ambition for transport in the county and underpins the policies in the LTCP. In support of the vision, we have identified five proposed key themes. These are the specific areas we are seeking to transform through implementation of the vision. We have also identified the outcomes we hope to deliver for each key theme.
15. The LTCP has also been framed in terms of how it supports and contributes to the priorities of the Fair Deal Alliance and Council/corporate priorities more generally – in particular the commitment to invest in an inclusive, integrated and sustainable transport network, with a focus on promoting Active Travel and Public Transport over car capacity.
16. The LTCP also supports the Council's strong focus on Climate Action and Carbon reduction, for example through reflecting the 'Pathways to Zero Carbon' approach to '**Avoid, Switch and Improve**' travel.

17. The LTCP vision and key themes are illustrated overleaf and were included in the vision document consultation in February/March 2021. Following this we have reviewed feedback and included an amended vision in the LTCP.
18. In order to track delivery of the vision and key themes we have identified four critical headline targets that all policies / schemes are working towards. These will help us to quantify progress made on delivering the vision and ensure that we are on track to deliver the vision. Originally, two headline targets were proposed, both for 2040, for the first two of the bullet points below. The view of Transport Cabinet Advisory Group was that they were not sufficiently ambitious in terms of demonstrating early progress or overall outcome. The proposed revised approach therefore brings forward the previous target to replace/remove 1 in 4 car trips to 2030, and supplements this with a more ambitious 1 in 3 target by 2040. The revised headline targets are:
- By 2030 our target is to:**
- **Replace or remove 1 out of every 4 current car trips in Oxfordshire**
- By 2040 our targets are to:**
- **Deliver a zero-carbon transport network**
 - **Replace or remove 1 out of every 3 current car trips in Oxfordshire**
- By 2050 our target is to:**
- **Deliver a transport network that contributes to a climate positive future**
19. We propose that annual monitoring reports are published to demonstrate progress on delivering the LTCP and progress made against the headline targets.

LTCP vision:

“Our Local Transport Plan Vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive.

Our transport system will enable the county to be one of the world’s leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice.”

Key themes:**Environment**

Outcome: Sustainable communities that are resilient to climate change, enhance the natural environment, improve biodiversity and are supported by our zero-carbon transport network.

**Health**

Outcome: Improved health and wellbeing and reduced health inequalities enabled through active and healthy lifestyle and inclusive, safe and resilient communities.

**Place shaping**

Outcome: Sustainable and resilient communities which provide healthy places for people and a high-quality environment capitalising upon the exceptional quality of life, vibrant economy and dynamic communities of our county.

**Productivity**

Outcome: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, zero-carbon transport network.

**Connectivity**

Outcome: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the county, enabling greater choice and seamless interchange between sustainable modes.

LTCP Policies

20. The majority of the LTCP outlines our transport policies. These policies will be used to influence and inform how we manage transport, influence spatial planning and the types of schemes we (or other transport organisations) implement. The policies are grouped according to policy focus area which were identified in support of the vision and key themes.
21. An initial list of policies was included in the LTCP vision document. The consultation found that 74% agreed with them (31% strongly agree, 43% tend to agree). We have amended the policy focus areas based on the feedback received and added several new policies as a result.
22. Full details about what is included under the policies is provided in the LTCP document in Annex 1. In summary the policies that have been developed are:

Section	Policies
Walking and cycling	Transport user hierarchy
	Cycle and walking networks
	Local Cycling and Walking Infrastructure Plans
	Strategic Active Travel Network
	Greenways
Healthy place shaping	Community activation
	Healthy Streets Approach
	Health Impact Assessment
	Guidance and standards for new development
	Low Traffic Neighbourhoods
Road safety	20 minute neighbourhoods
	School Streets
	Road safety
Digital connectivity	20mph Zones
	Equestrians
	Digital infrastructure
Public transport	5G
	Remote working
	Bus strategy
	Rail strategy
	Park and Ride
	Air travel and connectivity
	Multi-modal travel
Environment, carbon and air quality	Mobility Hubs
	Community transport
	Embodied carbon
	Clean Air and Zero Emission Zones
	Zero emission vehicles
	Green Infrastructure
	Network Management

Section	Policies
Network, parking and congestion Management	Asset management
	Parking management
	Parking enforcement
	Demand management
	Road schemes
	Smart Infrastructure
Innovation	Passenger Micromobility
	Shared Mobility
	Connected and Autonomous Vehicles
	Unmanned Aerial Vehicles
	Living Lab
	Innovation framework
Data	Data
	Modelling
	Monitoring
Freight and logistics	Freight and Logistics Strategy
	Cycle freight
	Freight consolidation
Regional connectivity and cross-boundary working	Regional connectivity and cross-boundary working
Local connectivity	Area transport strategies
	Transport corridor strategies
	Rural journeys

LTCP Supporting Strategies

23. In support of the LTCP we have also developed supporting strategies for freight and logistics (Annex 3) and Active and Healthy Travel (Annex 5). The Bus Service Improvement Plan will also be a supporting document, ahead of being developed into a Bus Strategy alongside the new Enhanced Partnership arrangements. These strategies build upon the high level policies in the LTCP but provide more detail about our proposals and how they will be delivered. We also propose including the Innovation Framework (Annex 4), which has been developed by the council's Innovation Hub, as a supporting document.
24. The existing Digital Infrastructure Strategy (adopted March 2020) will be another supporting strategy. The strategy supports proposals to reduce the need to travel and is referenced in the LTCP. The strategy is due to be updated and references to it will be amended within the LTCP when this occurs.
25. We are producing the LTCP supporting strategies in 2 stages. Following consultation and adoption of the supporting strategies mentioned above, the second stage of supporting strategies will provide time to ensure a better strategic fit with:
 - Preferred Oxfordshire Plan 2050 Spatial Strategy
 - The priorities emerging from the Oxford Infrastructure Strategy
 - OxCam Arc Spatial Framework
 - Local Plan development / updates

- England's Economic Heartland Regional Connectivity Studies
 - Bus Enhanced Partnership and Bus Service Improvement Plan
26. As part of this stage 2 in 2022, a set of area and corridor strategies will be produced to support the LTCP. These will outline how the LTCP vision and outcomes are delivered across the county. We are also preparing Local Cycling and Walking Infrastructure Plans (LCWIPs) for Oxfordshire towns during 2021 and 2022. These will support the LTCP, align with the area strategies and support complementary measures including the proposed roll-out of 20mph speed limits and zones. Together, they will create more detailed plans to guide future scheme development, funding bids, responses to planning applications and developer negotiations.
27. We will also develop a bus strategy, rail strategy, walking & cycling design standards and updated digital strategy in 2022. The rail strategy will build on the Oxfordshire Rail Corridor Study and Oxfordshire Connect projects and use them as a basis for updating our overall strategy. A summary of when LTCP supporting strategies are proposed to be produced is shown in the table below.

LTCP Part 1 (2021)	LTCP Part 2 (2022)
Bus service improvement plan	Area strategies
Freight and Logistics strategy	Corridor strategies
Active and healthy travel strategy	Bus strategy
Innovation Framework	Local Cycling and Walking Infrastructure Plans
	Walking and cycling design guidance
	Rail strategy
	Digital Strategy

Freight and Logistics strategy

28. The freight and logistics strategy addresses some of the challenges associated with the movement of goods in Oxfordshire and sets out the actions required to deliver appropriate, efficient, clean and safe movement.
29. In order to produce the freight and logistics strategy, we first conducted a review of the LTP4 freight strategy published in 2016 and analysis of the current, broader freight context. Based on this analysis, we identified a set of key principles which the resulting strategy is structured around. The key principles are:
- Appropriate movement
 - Efficient movement
 - Zero-tailpipe emission, zero-carbon movement
 - Reducing local air pollutants
 - Safe movement
 - Monitoring movement
 - Partnership working

30. Each key principle has its own chapter to outline why it is important, key considerations and the actions we believe are required to deliver it. The actions are summarised in the freight and logistics strategy executive summary. Key actions include:
- Establishment of a clear process for how new HGV restrictions are decided and funded.
 - Explore new methods to aid enforcement.
 - Development of an appropriate HGV route map.
 - Promotion of rail freight and support for strategic rail freight interchanges.
 - Promotion of cycle freight.
 - Explore freight consolidation.
 - Work with the industry to explore opportunities for freight decarbonisation.

Innovation Framework

31. The Innovation Framework sets out guidance for how to consider innovation within planning and development. It covers innovation and development of all kinds. The aim is to set out the case for why innovation needs to be considered, the risks if current innovations set to become mainstream are not futureproofed and the benefits integrating innovation can have. This is essential when creating and planning for a zero-carbon sustainable transport network.
32. It also provides a set of principles, taken from existing and emerging policy, strategy and guidance, which identify when innovation should be integrated – ensuring that innovation is used to further these principles and/or overcome challenges, rather than for the sake of being seen to be innovative. For example, using innovation to support wider changes and goals such as achieving net-zero carbon development, and supporting an aging population.
33. The framework document is one of four elements which will ultimately make up the full Innovation Framework, with the other three elements still in development. The other elements will consist of:
- A template and guidance for creating an Innovation Plan (1st draft created).
 - An evidence base of innovations (initial roadmaps created; further scoping work needed for development of the evidence base).
 - A monitoring platform to allow assessment of development through its cycle, and monitor performance against KPIs (in early scoping stages).

Active and Healthy Travel Strategy

34. A new Active and Healthy Travel Strategy (AHTS) has been produced by the Active Travel Hub to support the LTCP. The AHTS will guide the production of future “Local Cycling & Walking Infrastructure Plans” (LCWIPs) and the Strategic Active Travel Network (SATN). The AHTS has been produced in line with Government ambitions to prioritise active travel as set out in the national policy document “Gear Change”

35. The AHTS is in 2 sections – the first concentrating on cycling and the second on walking. It proposes a vision for both cycling and walking including an ambitious county-wide cycling target of 1 million cycle trips a week by 2031 (on a current baseline of 600,000 trips). The AHTS contains both policies and actions to achieve the targets. The AHTS is structured under 5 priorities which European research and best practice have shown to be fundamental in successfully increasing cycling as below:
- (1) Mainstreaming cycling within council governance
 - (2) Creating comprehensive cycle networks
 - (3) Managing car use
 - (4) Kickstarting and embedding a cycling culture
 - (5) Improving the urban realm and access to facilities within 20 minutes for cycling and walking
36. The AHTS targets and proposals represent a very high level of ambition, in line with the urgent challenges of the climate emergency and public health priorities. Only a handful of any towns have ever matched the AHTS ambitions (e.g. Ghent) and AHTS represents a radical boost to the levels of cycling in Oxfordshire which have been mostly stationary over the last 10 years. The AHTS includes innovative measures and policies to help achieve this transformational change. The AHTS builds on the groundwork preparing the Oxford and Bicester LCWIPs, including the findings of the 2019 Oxfordshire Cycle Survey which identified the priorities of Oxfordshire cyclists.
37. Measures in the AHTS include:
- (1) Cycle Route Assessment Matrix to evaluate existing infrastructure and prioritise new proposals and ensure that they meet the needs of cyclists.
 - (2) Embedding LTN 1/20 design principles in updated local design standards more suited to Oxfordshire's higher cycling levels and narrow streets.
 - (3) Commitment to Active Travel (CAT) scale to assess the ambition of cycling and traffic management proposals.
 - (4) Dual choice network, cycle streets and LTNs to cater for all types of cyclists.
38. The refreshed Active and Healthy Travel Strategy will support the LTCP headline targets to reduce car trips and ensure we continue our success in securing funding for walking and cycling schemes. The ambition is that Oxfordshire should become a centre of excellence and remain a lead authority in this respect.
39. The draft strategy (at Annex 5) has so far been shared with Oxfordshire Cycle Network and Oxfordshire Pedestrians Association for initial comments. The AHTS has also been shared with stakeholder groups via the Active Travel Co-production Group and Roundtable, and Members e.g. via Transport Cabinet Advisory Group, in order to achieve a good draft for formal consultation.

Integrated Sustainability Appraisal & Equalities and Climate Impact Assessment

40. In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA has been

conducted to ensure that the LTCP protects the environment, human health and allows equal access for all residents.

41. The ISA has achieved this by subjecting the LTCP to a series of assessments. These assessments include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA). The ISA interim report has been designed to support the current decision-making process on the draft LTCP and is included in Annex 6. We are seeking endorsement for the full report to go out to public consultation alongside the LTCP.
42. We have also produced an Equality and Climate Impact Assessment (ECIA) which can be found in Annex 7. The ECIA further ensures that we have considered the LTCP's impact on climate and equality matters.
43. The assessment indicates that the LTCP will positively impact on climate change. This is because the LTCP outlines a clear vision to deliver a zero-carbon Oxfordshire transport system and a plan for how we will achieve this, including the relevant policies in a range of key categories.
44. Other possible impacts identified include improved accessibility, benefitting older and disabled residents, improved connectivity for rural areas and benefits for other council services, such as through improved public health.

Corporate Policies and Priorities

45. The County Council's corporate plan, 2020-24 includes a vision based on the 3 elements of 'Thriving People,' 'Thriving Communities,' and 'Thriving Economy.' The LTCP will help to deliver the council's vision for all of these elements.
46. The LTCP will directly contribute to delivering a 'Thriving Economy' and the aim to "support a thriving local economy by improving transport links to create jobs and homes for the future." In particular, the LTCP will set out priorities for sustainable transport improvements that link with economic development, as well as policies to support delivery of new sustainable communities.
47. The LTCP will help to deliver the 'Thriving Communities' aspect, due the relationship between transport, quality of life, health and the environment. The LTCP directly seeks to reduce carbon emissions and aims for a zero-carbon transport system by 2040. It also has a strong focus on healthy place shaping and encouraging active lives, in line with the corporate plan. The policies in the LTCP will be essential to delivering these goals.
48. The LTCP will also play some role in helping to deliver 'Thriving People'. This is because transport can play a significant role in enabling older and disabled people to live independently. The LTCP seeks to improve connectivity for all residents and there are policies that will specifically help to achieve this.

49. Delivery of the LTCP will also help the County's local economy to recover strongly from the COVID-19 crisis. For example, encouraging more walking and cycling to local town centres without congestion or the need for extra parking, can help reinvigorate them in terms of retail and social exchange. It will also consider the longer-term priorities for post-COVID transport planning.

Financial Implications

50. The LTCP and supporting strategies have been produced by staff from across the Environment and Place directorate, covered by the staffing budget. In addition, £33,715 was identified within the team budget to fund consultants for production of the ISA. Additional revenue costs of £1,896 are required to produce the graphically designed documents for public consultation, funded from existing team budget.
51. Some supporting strategies for LTCP Part 1 have also required us to secure extra staff resource to draft them, such as the Bus Service Improvement Plan. The Government requires this to be produced by October 2021, the budget for which is covered by revenue from DfT grant funding.
52. As noted previously, it is proposed that the LTCP area and corridor strategies are produced as a 'Part 2' in 2022. Development of these strategies could lead to potential staffing pressure and the need for additional resource will be factored into our Budget Strategy proposals for 2022/23. Work is currently ongoing with the Infrastructure Locality Teams to scope the strategies, develop a programme for development and understand the resources available.

Comments checked by:

Rob Finlayson, Finance Business Partner (Environment & Place),
rob.finlayson@oxfordshire.gov.uk (Finance)

Legal Implications

53. The LTCP will be the county's statutory Local Transport Plan. The requirement for local transport authorities to produce a Local Transport Plan is set out in the Transport Act 2000, as amended by the Local Transport Act 2008. Under the 2008 act, Local Authorities may replace their plans as they see fit. Once adopted by the County Council, the LTCP will replace the current Local Transport Plan, adopted in 2016.
54. The Local Transport Acts also require local transport authorities undertake a certain level of consultation when developing policies and plans. It is considered that this will be met by the Vision Document consultation conducted in February-March 2021, as well as the planned consultation on the LTCP.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environment Team),
Jennifer.Crouch@Oxfordshire.gov.uk (Legal)

Staff Implications

55. Development and project management of the LTCP, supporting strategies and the ISA have been undertaken by officer resource in the Infrastructure Strategy Team, with input from officers across the Environment and Place directorate and wider Council, supported by an Officer Task and Finish Group, which contributed significantly to identifying policies and drafting the document. The Infrastructure Strategy Team has also project managed development of the ISA and managing the consultants.
56. Officers will continue to project manage the LTCP throughout 2022 as the area transport strategies are developed. This will require input from across the Council, particularly Growth & Place teams and liaison with the district councils and other external stakeholders. As noted, this could lead to staffing pressure and the need for additional resource will be factored into our Budget Strategy proposals for 2022/23.

Equality & Inclusion Implications

57. We have undertaken engagement and consultation exercises during development of the LTCP to help shape its content and understand the needs of different residents. This has included engagement with the Oxford City Council Inclusive Transport and Movement focus group. We are proposing to undertake a further consultation on the LTCP document.
58. In a wider sense the vision and key outcomes as set out in the LTCP are very much about supporting all communities in Oxfordshire to thrive. To ensure that we have assessed this in a fair and thorough manner, an equalities impact assessment has been undertaken as part of the wider ISA. This has ensured that any equality matters have been identified and acted upon during development of the LTCP.
59. As noted earlier, we have also produced an ECIA (Annex 7). The ECIA has identified that the LTCP could have positive impacts on older residents, disabled residents, rural areas and areas of deprivation.

Sustainability Implications

60. The LTCP will be an important part of delivering the County Council's Climate Action Framework. Transport produces the majority of emissions in the county. The LTCP recognises this and sets out the target for a zero-carbon transport network across the Oxfordshire by 2040 and outlines the policies which will help to achieve this, focusing on reducing the need to travel, reducing journeys by car and the promotion of walking, cycling, public and shared transport.
61. The LTCP also recognises the need to improve biodiversity and protect the natural environment. Again, the policies in the LTCP will help contribute to this by seeking to reduce private car use. There are also several policies that have direct benefits in this area such as Green Infrastructure.

62. The ISA has conducted a Strategic Environmental Assessment to ensure that the environmental impacts of policies have been considered and assessed in a systematic way.

Risk Management

63. A comprehensive risk register has been kept as part of the LTCP project. Key risks associated with development of the LTCP have been summarised below.
64. **Risk:** The LTCP does not have wider stakeholder, Councillor or public input
Mitigation: The engagement process will give time for stakeholders to feedback and develop a relationship with LTCP team. A stakeholder engagement plan has been developed and delivery is ongoing at relevant stages of public consultation. There have also been regular meetings with the LTCP Steering Group and the Transport CAG throughout LTCP development. Local County members have been engaged with through member locality meetings and an all-member briefing. We have also engaged with district council colleagues and plan to conduct further engagement prior to public consultation.
65. **Risk:** That the LTCP will not be delivered to time/budget
Mitigation: A full-time post in the Infrastructure Policy and Strategy Team project manages development of the LTCP. In addition, the Officer Task and Finish Group was set up and helped to take forward delivery of the full LTCP and consultants were procured to undertake the ISA. The LTCP and supporting strategies are currently meeting timescales set out in the project plan.
66. **Risk:** Uncertainty around the outcome of the County Council elections
Mitigation: Officers have been working with the cross-party political Cabinet Member leads and we are ensuring the Plan reflects the agreed priorities of the Fair Deal Alliance. We also briefed new cabinet members following the election and provided an update on the LTCP to all local members at the Summer member locality meetings. Transport Cabinet Advisory Group (CAG) have had regular input into LTCP and it is envisaged they will have a central role in shaping the rest of the LTCP, both up until and after its adoption.
67. **Risk:** The LTCP supporting strategies and/or area strategies will not be delivered to time/budget
Mitigation: The Infrastructure Strategy Team has overseen project management of the supporting strategies, with support from the Officer Task and Finish Group. Additional resource was also secured to assist with development of the Bus Service Improvement Plan. Work is ongoing to engage with Infrastructure Locality Teams to develop a programme for area strategy development and understand the resources available. The need for any additional resource will be factored into our Budget Strategy proposals for 2022/23.
68. **Risk:** The LTCP does not receive high levels of engagement in November 2021
Mitigation: Owing to the number of major consultations being conducted in November 2021 by the County Council there is a risk that there are lower levels of engagement with the LTCP, with a risk of 'consultation fatigue' among

residents and lower levels of engagement. OCC channels will also have less capacity to promote each consultation and encourage engagement. The primary mitigation for this risk would be to move the consultation to early 2022, although this could have some knock-on implications for the overall programme.

Consultation and Engagement

Public consultation

69. There have been 2 rounds of public engagement on the LTCP to date. An engagement exercise was undertaken in Spring 2020, with the public and stakeholders asked to comment on a series of topic papers focused on different transport and connectivity topics. A report on this engagement was published alongside the LTCP Vision Document.
70. Following this, public consultation was conducted on the vision document in February-March 2021. This included seeking feedback on the draft vision, key themes and proposed policies. Feedback from this consultation has been used to refine the vision, key themes and policies in the LTCP.
71. We are proposing to undertake a further public consultation on the LTCP and supporting strategies following cabinet approval of the documents, proposed to be for a period of 6 weeks. Amendments will then be made to take into account feedback received before the final versions are presented for approval by Cabinet adoption by the county council.
72. It is recognised that there is a need to review engagement with harder to reach groups as part of the LTCP consultation. This is in line with the Council commitment to equal opportunities as set out in the Council's 'Including everyone: Equalities, Diversity, and Inclusion Framework', particularly Goal 4, 'our services use good data and engage with users to plan and meet their diverse needs.' We have engaged with Oxford City Council's Inclusive Transport and Movement focus group to improve this engagement and will work with the corporate marketing and engagement team to achieve this in the next stage of public consultation.

County councillor engagement

73. Engagement with County Councillors to date has been primarily through the cross-party Transport CAG and Locality Meetings. Transport CAG has provided political steer to development of the LTCP work, including the engagement exercise in Spring 2020, development of the draft vision and refinement of the draft LTCP document.
74. Locality meetings were given an update on LTCP progress, including the draft vision, proposed policies and next steps at their summer meetings. It will be important that we engage again with locality meetings, particularly as the area strategies are developed following adoption of the LTCP in 2022.

Stakeholder engagement

75. An LTCP Steering Group was established and has helped to develop the LTCP. The Steering Group includes representatives from transport operators, transport user groups, the Local Enterprise Partnership, and the key employers of Oxford University and Oxford Brookes.

Future engagement and timeline / next steps

76. As noted, there is future stakeholder engagement planned that will be an important part of informing LTCP 'part 1' and 'part 2' development. In summary the opportunities for future engagement are outlined below:
- **November 2021** – Public consultation (for 6 weeks, timings to be confirmed) on the LTCP and 'part 1' supporting strategies. Proposed approaches to this are being developed as outlined above, to ensure maximum response and reach across all sectors of our community as well as key Stakeholders, including neighbouring authorities, National Highways, Network Rail and other partners. Feedback will be used to amend the LTCP prior to its presentation for approval and adoption, in consultation with Transport CAG.
 - **Spring/Summer 2022** – LTCP 'part 2' development and engagement with local stakeholders including local councillors / locality meetings, district councils, parish councils, public transport operators, education, healthcare and business partners, and local transport groups.
77. Future engagement with stakeholders will be a key part of the area transport strategy development process. In the first instance we plan to engage with local councillors on this via the member locality meetings. A more detailed plan for stakeholder engagement is currently being developed
78. The key dates for further development of the LTCP and supporting strategies are set out below. These will be reviewed and finalised as the project develops, and aligned with timescales for the Oxfordshire Plan 2050 and associated Oxfordshire Infrastructure Strategy:
- November – December 2021: Public consultation on LTCP and supporting strategies.
 - Spring 2022: Finalisation of LTCP and supporting strategies, including approval by Cabinet and adoption by Council.
 - Spring/Summer 2022: Development of area and corridor strategies, bus and rail strategies, walking & cycling design guidance, with further engagement with local councillors and Stakeholders.
 - Autumn – Winter 2022: Consultation on supporting strategies.
 - Early 2023: Final approval and adoption of complete Plan.

Bill Cotton, Corporate Director for Environment and Place

Annexes: **Annex 1:** LTCP document
 Annex 2: Baseline evidence report
 Annex 3: Freight Strategy

Annex 4: Innovation Framework
Annex 5: Active and Healthy Travel Strategy
Annex 6: Integrated Sustainability Appraisal
Annex 7: Equality and Climate Impact Assessment

Background papers: Nil

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October 2021

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Oxfordshire County Council - Local Transport and Connectivity Plan

October 2021

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Foreword

We have made good progress since the publication of the Local Transport Plan 4 in 2016. However, a more ambitious transport strategy is needed if we are to support our aspirations for economic growth, delivery of a zero-carbon transport system by 2040 and improved health and wellbeing in Oxfordshire.

We need to fundamentally reconsider how people move around the county. Current trends of car use have contributed to congestion and public health issues across the county. In order to address these challenges, we have to reduce the need to travel and discourage unnecessary individual private vehicle use.

We plan to do this by making walking, cycling, public and shared transport the natural first choice. The policies in this document set out how we will make these modes more attractive and create a balanced transport system.

Delivering this document will tackle challenges around climate change, air pollution and physical inactivity. It will also help to support economic and housing growth in the county. Critically, this document will improve the health and wellbeing of Oxfordshire residents and make Oxfordshire a better place to live.

Signature

Councillor Tim Bearder
Cabinet Member for Highways Management

We recognise that in order to deliver our aspirations there will be considerable challenges. Delivering our vision will not be easy and there will be some tough decisions around how we use existing road space.

However, the health of Oxfordshire residents and the protection of our environment is paramount. The benefits of this approach will be felt by all people today in terms of improved health, cleaner air and easier journeys. It will also help to protect our environment for future generations.

Delivering this document will require work with a range of stakeholders. We have engaged with many of these during development of the LTCP and we will continue to work these partners as we move forward.

Engagement with stakeholders and the residents of Oxfordshire will also be crucial. We thank everyone who commented on the draft vision and welcome feedback on this document so that we can ensure it reflects the needs of people in Oxfordshire. Working together we can deliver the LTCP and a better Oxfordshire for all.

Signature

Councillor Duncan Enright
Cabinet Member for Travel and Development Strategy

Executive summary

Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling ours the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county. The LTCP covers the time period to 2050.

The LTCP outlines our long term vision for transport in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes we implement.

This section provides a high level summary of our key messages so that everyone can understand what we are proposing. For further detail about what we are proposing please use the contents to navigate to the relevant section of the LTCP.

The LTCP at a glance

The LTCP outlines a clear vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice. The policies included in the LTCP are the tools that we believe are necessary to achieve this.

Why is a new Local Transport Plan needed?

The LTCP is required to reflect changes to policy and funding and account for new priorities such as decarbonisation.

The LTCP also represents an opportunity to adopt and implement a new way of thinking which considers people first and seeks to create healthy places whilst improving biodiversity and air quality.

How have we developed the LTCP?

We have developed and consulted upon the LTCP in 3 stages. The stages of development that we have conducted are:

- Stage 1 – Topic Paper Engagement
- Stage 2 – Development of Vision Document
- Stage 3 – Development of LTCP and supporting documents

What are the challenges the LTCP needs to address?

In order to create an effective plan and deliver our vision it is important to first identify the key transport challenges. The challenges we identified are:

- Decarbonisation – Delivering a zero-carbon transport system is a critical part of contributing to UK targets and addressing climate change.
- The private car – A 36% increase in car vehicle miles since 1993 is having negative impacts on human health and the environment.
- Future growth – Proposals for many new jobs and homes in the county will have a significant impact on our transport network.

- Connectivity – There is a need to improve connectivity by all transport modes and also other forms of connectivity such as digital.
- Wider challenges – Transport is also critical to addressing wider challenges, notably public health, inequalities, air quality, and safety.

What evidence has informed the LTCP?

The LTCP has been informed by a wide-ranging evidence base. The evidence base has been developed using available data from local, regional and national sources. The full evidence base and analysis can be found in the accompanying evidence base document.

What is the transport vision?

The vision outlines a clear long-term ambition for transport in the county and underpins the policies in this document.

“Our Local Transport Plan Vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive.

Our transport system will enable the county to be one of the world’s leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice.”

What are the key themes?

In support of the draft vision we have identified five proposed key themes. These are the specific areas we are seeking to transform through implementation of the vision. We have also identified the outcomes we hope to deliver for each key theme.



Environment

Outcome: Sustainable communities that are resilient to climate change, enhance the natural environment, improve biodiversity and are supported by our zero-carbon transport network.



Health

Outcome: Improved health and wellbeing and reduced health inequalities enabled through active and healthy lifestyle and inclusive, safe and resilient communities.



Place shaping

Outcome: Sustainable and resilient communities which provide healthy places for people and a high-quality environment capitalising upon the exceptional quality of life, vibrant economy and dynamic communities of our county.



Productivity

Outcome: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, zero-carbon transport network.



Connectivity

Outcome: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the county, enabling greater choice and seamless interchange between sustainable modes.

What are the LTCP's targets?

In order to track delivery of the vision and key themes we have identified a set of headline targets.

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire

By 2040 our targets are to:

- Deliver a zero-carbon transport network
- Replace or remove 1 out of every 3 current car trips in Oxfordshire

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future

How will the LTCP deliver the vision and targets?

The LTCP outlines our transport policies which will be used to influence and inform how we manage transport and the types of schemes we implement. These policies outline the new approaches and measures that we will be taking to make the vision and targets achievable.

Key ways we will achieve the targets include:

- Promoting walking and cycling.
- Investment in our strategic public transport networks and the provision of better and quicker bus and rail services.
- Improving multi-modal travel, including the development of mobility hubs.
- Improving road safety.
- Improving digital connectivity.
- Supporting transport innovations that will help us to make walking, cycling, public and shared transport more attractive.

What are the LTCP policies?

The LTCP policies are grouped according to policy focus area. The policy focus areas are:

- Walking and cycling
- Healthy place shaping
- Road safety
- Digital connectivity
- Public transport
- Environment, carbon and air quality
- Network, parking and congestion management
- Innovation
- Data
- Freight and logistics
- Regional connectivity
- Local connectivity

What are the key policies?

The LTCP policies all contain equal weight and a combination will be required to deliver our vision. However, the transport user hierarchy (policy 1), sets the direction

for the rest of the LTCP and clearly outlines the order in which we will consider different modes of transport in the policy development and scheme design process.

The transport user hierarchy makes it clear that in order to deliver our vision a new approach is required that prioritises walking and cycling, in conjunction with sustainable public transport for longer journeys. The transport user hierarchy puts this into practice.

Moving forward, Oxfordshire County Council will develop, assess and prioritise transport schemes and policies according to the following transport user hierarchy:

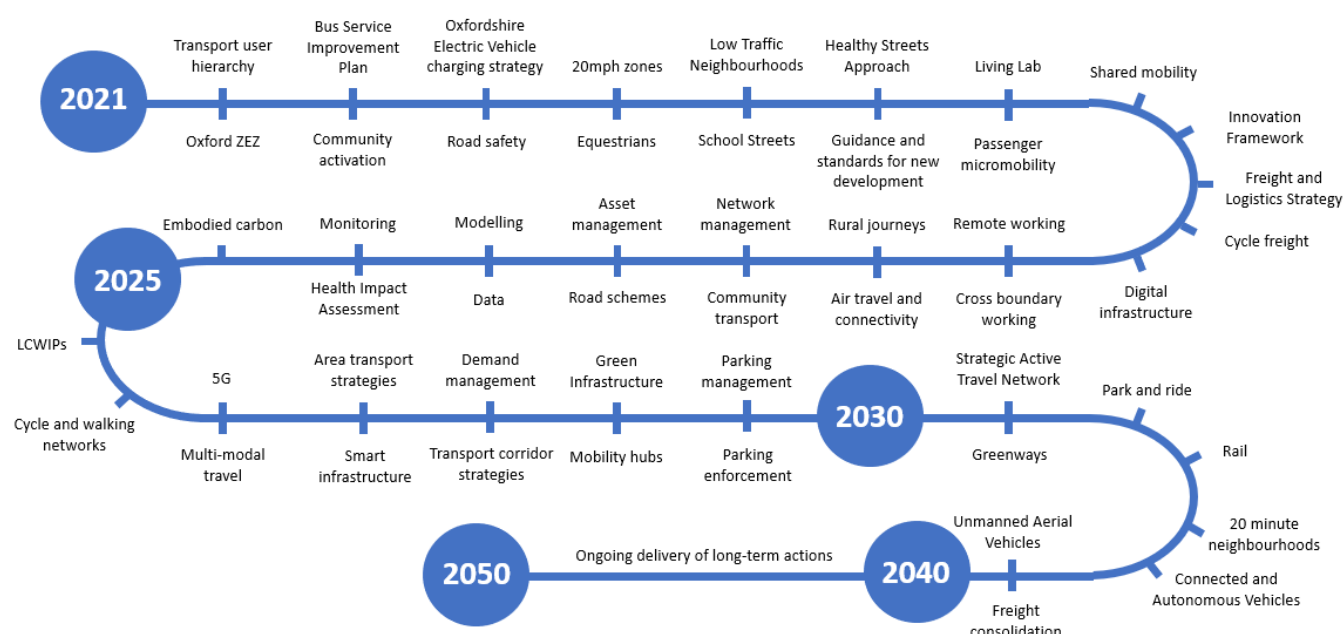
- Walking (including running and mobility aids)
- Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
- Public transport (bus, scheduled coaches and rail)
- Shared vehicles (taxis, car clubs and carpooling)
- Motorcycles
- Other motorised modes

How will the LTCP be implemented?

The LTCP will be delivered in a number of ways. This includes: delivery of physical infrastructure and services, influencing development and changes to the council's decision making processes.

When will the LTCP be implemented?

The LTCP policies will be implemented between now and 2050. The diagram below shows a summary of when we anticipate each policy to be delivered. More detailed implementation plans for local areas will be developed as part of the area transport strategies.



How will delivery of the LTCP be funded?

Some of the policies identified in the LTCP will require funding to deliver. However, councils cannot fund these from reserves and are reliant on central government funding for most transport improvements. We will also work hard to identify alternative funding sources such as through the Oxfordshire Infrastructure Strategy.

Key potential funding sources are; funding bids, developer contributions, partnership working and demand management.

How will the LTCP be monitored?

The LTCP will be reviewed on an annual basis. In order to monitor the LTCP we have identified a set of key performance indicators (KPI's). We intend to publish annual monitoring reports to demonstrate progress on delivering the LTCP, progress made against the headline targets and performance against the KPI's.

Introduction

Background

Local Transport Plans (LTP) are statutory documents, required under the Transport Act 2008. They have recently been strengthened by the Department for Transport's Decarbonisation Plan.

The Decarbonisation Plan sets out a role for revitalised LTPs to set quantifiable targets in carbon reductions in transport for local areas. Guidance for designing sustainable transport solutions through LTPs will also be published and it is stated that this will be linked to funding for schemes.

We are calling our LTP the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county. The LTCP covers the time period to 2050.

The local and regional policy context has changed significantly since the publication of our previous Local Transport Plan (LTP4) in 2016. The LTCP is an opportunity to develop a transport policy framework that reflects these changes.

It is also clear that our previous approaches to reducing car use in the county have not been successful. Attempts to manage traffic flow and accommodate other modes have been unsuccessful as the car remains the dominant mode of choice. This has created environments that are not welcoming places for people and negatively impact on biodiversity and air quality. The LTCP represents an opportunity to implement a new way of thinking.

Our approach

We have developed and consulted upon the LTCP in 3 stages. This process began in March 2020 and has allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before inclusion in this document.

The stages of development that we have conducted are:

- Stage 1 – Topic Paper Engagement
- Stage 2 – Development of Vision Document
- Stage 3 – Development of LTCP and supporting documents

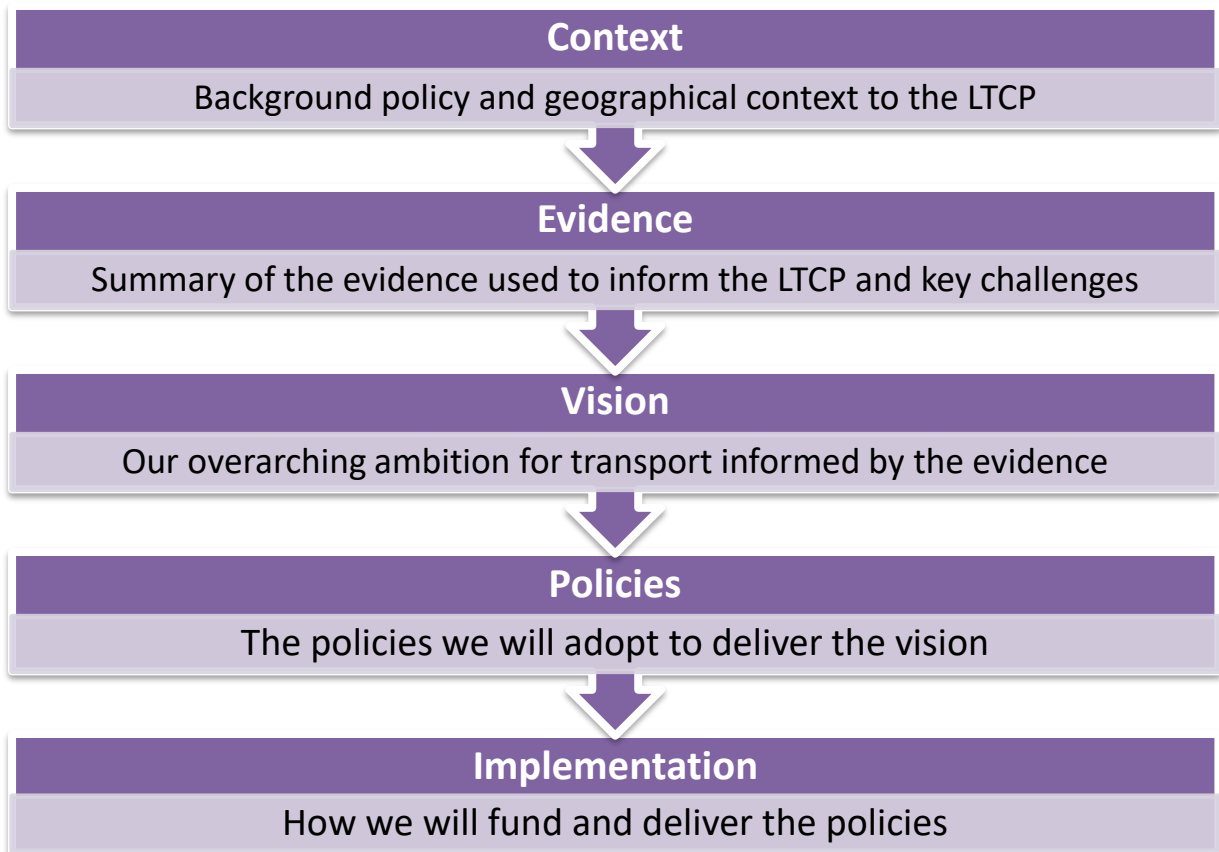
We have engaged with the public and key stakeholders on 2 occasions: topic paper engagement in March 2020 and the vision document consultation in February 2021. In total we received 1044 responses to the engagement exercises, both from individuals and organisations. Analysis of these responses has helped to shape the content of this document. Full engagement summaries for both consultations have been published and are available on the County Council website.

This document

The LTCP outlines all of the high level transport policies until 2050. It has been developed to support a range of functions and will be used by a variety of people. Therefore, there are sections that will not be relevant to everyone.

We recognise this and have attempted to make the document easy to navigate. A clear, high level summary of our key messages is provided in the executive summary. For those that are interested in further detail we suggest using the contents to navigate to the relevant section of the LTCP.

From this point, the document progresses through the following broad stages, starting with the high level context and progressing through to implementation of our policies:



Integrated Sustainability Appraisal

In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA has been conducted in order to ensure that the LTCP protects the environment, human health and allows equal access for all residents.

The ISA has achieved this by subjecting the LTCP to a series of assessments. These assessments include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA). The full ISA report has been published alongside the LTCP and is also subject to public consultation.

The ISA will help to inform area transport strategy development, but separate environmental assessments will be required for each strategy. The exact process for this will be confirmed as part of the development process.

COVID-19

We recognise that the LTCP has been developed and published at an unprecedented time. We are continuing to deal with the impacts of the COVID-19 pandemic and some of the impacts on travel remain uncertain.

Whilst we must reflect on the short term impacts of COVID-19 on travel, it is important that we remember the need for a clear long term plan for transport in the county. The LTCP provides this long term plan and will help us to deliver a more sustainable, prosperous and healthier Oxfordshire.

Some of the impacts of COVID-19 on travel are uncertain, however there is much that we do know. We know that motor traffic flow has already returned to pre-pandemic levels and that most of these vehicles are polluting, negatively impacting on both our environment and human health.

Likewise, we know that walking and cycling delivers a range of health benefits and that 25% of adults and 42% of children in Oxfordshire do not meet physical activity recommendations. Encouraging the use sustainable transport modes therefore remains essential to support important benefits in public health, climate change, air quality and environmental protection.

The COVID-19 pandemic also provides us with an opportunity to continue to develop and shape different ways of communicating and working that reduce the need to travel.

There are some areas where levels of uncertainty remain such as the long term impacts on public transport and home working. In these cases, we will continue to monitor emerging data, adjusting our approach accordingly via annual reviews of the LTCP, as outlined later in this document.

Oxfordshire context

The county of Oxfordshire includes four district councils; Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire, and the city council of Oxford who have local planning functions and Oxfordshire County Council who is the highways authority.

Neighbouring Oxfordshire's borders, the adjacent counties and immediate neighbouring local authorities include:

- Warwickshire - Stratford-on-Avon District Council
- Northamptonshire - West Northamptonshire Council
- Buckinghamshire - Buckinghamshire Council
- Berkshire - West Berkshire Council, Reading Borough Council and Wokingham Borough Council
- Wiltshire - Swindon Borough Council and Wiltshire Council
- Gloucestershire - Cotswold District Council

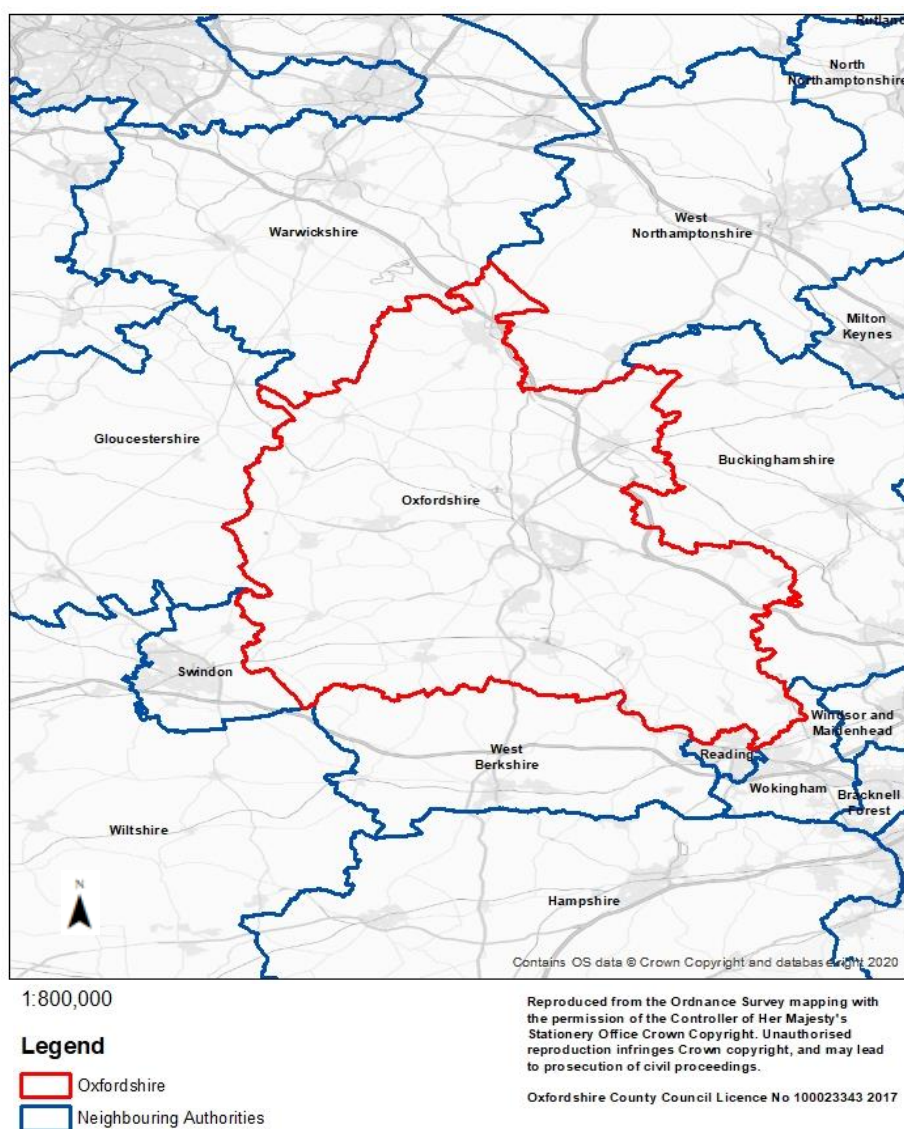


Figure 1 – Map of Oxfordshire and Neighbouring Authorities

Oxfordshire Fair Deal Alliance

Following the Oxfordshire County Council elections on 6 May 2021, a new political administration was formed: the Oxfordshire Fair Deal Alliance. The Fair Deal Alliance is a coalition between Liberal Democrat, Labour and Green Councillors.

The Fair Deal Alliance have identified 9 policy objectives which reflect the priorities of the alliance, the full list can be found on the [County Council website](#). The LTCP builds on and incorporates these priorities. The LTCP will be key to delivering the following objectives:

- Tackling the climate emergency through rapid decarbonisation
- Prioritisation of wellbeing
- Increased investment in an inclusive, integrated, county-wide active and sustainable travel network fit for the 21st century to improve choice and reduce car journeys across the county.

Non-local authority groups in Oxfordshire and the South East region

Oxfordshire is also a part of several non-local authority groups and partnerships. These groups are part of the broader policy context and are central to our cross-boundary and partnership working arrangements addressed later in the LTCP. The structures of current arrangements are summarised below.

Oxford to Cambridge Arc

The Oxford to Cambridge Arc (OxCam Arc or 'the Arc') has been identified by the Government as a [national economic priority](#). The Arc is formed of five ceremonial counties: Oxfordshire, Northamptonshire, Buckinghamshire, Bedfordshire and Cambridgeshire. Development of the Arc work is currently being led by central government, with strong local input from the Arc leadership group.

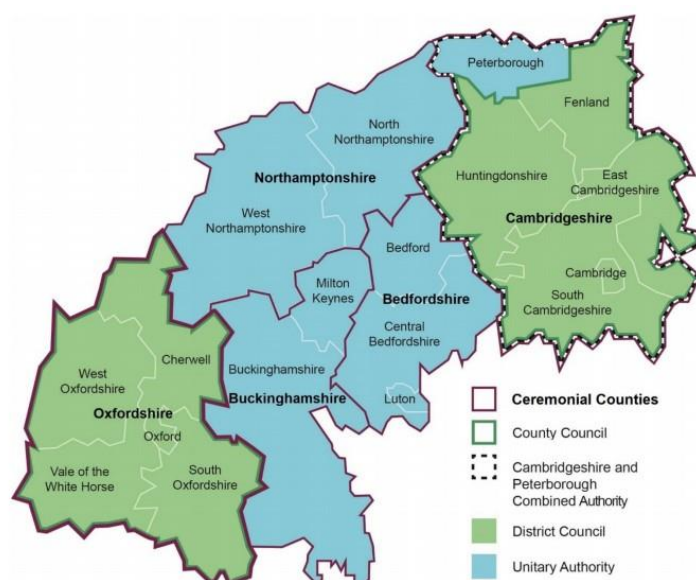


Figure 2 – OxCam Arc Geographical Area¹

¹ Ministry of Housing, Communities & Local Government: Planning for sustainable growth in the Oxford-Cambridge Arc: an introduction to the spatial framework

England's Economic Heartland

England's Economic Heartland (EEH) is a partnership authority group, which functions as a non-statutory sub-national transport body. It provides leadership on strategic transport infrastructure in support of the Arc.

EEH has expanded since forming in 2014 and now comprises of transport authorities across Swindon, Oxfordshire, Northamptonshire, Milton Keynes, Buckinghamshire, Bedford, Central Bedfordshire, Luton, Hertfordshire, Peterborough and Cambridgeshire.

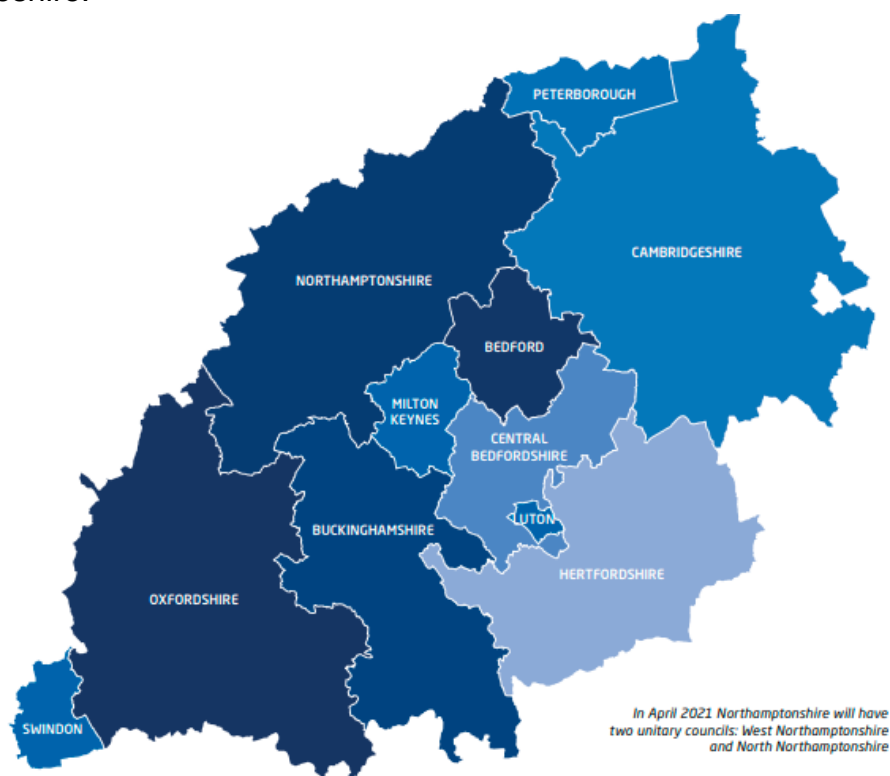


Figure 3 - England's Economic Heartland Geographical Area²

Transport for the South East

Transport for the South East is a sub-national transport body comprising 16 local authorities. The region covers Berkshire, Kent, Hampshire, the Isle of Wight, Surrey, East Sussex and West Sussex.

Transport for the South East published a transport strategy for the region in June 2020. Whilst not a member of Transport for the South East, Oxfordshire borders the region and so it is necessary to consider the proposals and potential impacts.

Other bordering bodies

In addition, Oxfordshire borders the sub-national transport bodies of Western Gateway and Midlands Connect. Again, whilst not a member of these groups, there are matters such as cross boundary transport movements that need careful consideration.

² EEH Transport Strategy

Policy context

It is important to recognise the policy context within which the LTCP sits. We highlighted in the introduction that this policy context has changed significantly since the publication of LTP4 in 2016. This section provides more detail about those strategies to outline the policy context and how they fit with the LTCP.

We recognise that this is not an exhaustive list, it does however highlight key policies at the national, subnational and local level. Further detail about these policies is summarised in the LTCP baseline report.

National

At the national level there are a range of policies that provide context for the LTCP and have set high level ambitions which the LTCP will contribute to delivery of:

- **Local Transport Act 2008:** Local Transport Plan's (LTP) are statutory documents required under the Transport Act 2008.
- **UK Industrial Strategy:** Aims to create an economy that boosts productivity and earning power throughout the UK. Two of the key challenges, Clean Growth and Future of Mobility, have strong links to the LTCP.
- **Transport Investment Strategy:** Provides context for the levels of funding available and the rationale behind government investment in transport.
- **Transport Decarbonisation Plan:** Sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- **Gear Change:** Describes the vision to make England a great walking and cycling nation and sets out the actions required to deliver this.
- **Future of Mobility: Urban Strategy:** Outlines the government's approach to maximising the benefits from transport innovation in cities and towns.
- **Government's 25 year Environment Plan:** Sets out how the government will improve the environment.
- **National Bus Strategy:** Sets out the vision and opportunity to deliver better bus services for passengers across England. As required by the strategy, the county council entered into an enhanced partnership with Oxfordshire's bus operators in June 2021. We have also published our bus service improvement plan alongside the LTCP.
- **UK Carbon Budget:** The carbon budget sets the legally binding target to reduce emissions by 78% by 2035 compared to 1990 levels.

Sub-National and regional

As outlined in the previous chapter, Oxfordshire County Council is also a part of regional bodies and partnerships which outline further aspirations for the region:

- **EEH Transport Strategy:** EEH published a transport strategy for the region in February 2021. The strategy sets out that a step-change in approach is required to address the challenges our transport system already faces and to realise the region's economic potential and deliver sustainable growth.
- **OxCam Arc Spatial Framework:** In August 2021, the government started a public consultation seeking views on the first stage of the Oxford-Cambridge Arc Spatial Framework. This will have national planning and transport policy status, meaning it will carry significant weight in the planning process.

Local

At the local level, the LTCP supports and will inform a range of policies. It is important to ensure alignment so that we are working towards a common goal. Key strategies at the local level include:

- **Oxfordshire Strategic Vision:** The Oxfordshire Growth Board have developed a Strategic Vision for Oxfordshire to establish a common and shared ambition to guide the focus of plans, strategies and programmes.
- **Local Plans:** All of the Oxfordshire district councils have produced local plans which guide future development proposals to the 2030's.
- **Oxfordshire Plan 2050:** To support future growth, the district councils are working together to produce a Joint Statutory Spatial Plan known as 'the Oxfordshire Plan'. The Oxfordshire Plan will provide a strategic planning framework for Oxfordshire to 2050, setting out housing, employment and infrastructure needs.
- **Oxfordshire Infrastructure Strategy:** The Oxfordshire plan will be supported by the Oxfordshire Infrastructure Strategy (OxIS). OxIS provides a long-term framework to identify strategic infrastructure investment priorities.
- **Oxfordshire County Council Climate Action Framework:** Sets out the county council's plans to make itself a carbon neutral organisation by 2030, and to enable Oxfordshire as a whole to become zero-carbon by 2050.
- **Local Industrial Strategy:** Sets out an ambitious plan to build on Oxfordshire's strong foundations and world-leading assets, to deliver transformative growth which is clean and sustainable. The Oxfordshire Investment Plan and Economic Recovery Plan are key supporting strategies.
- **Joint Health and Wellbeing Strategy:** Sets out how the NHS, Local Government and Healthwatch will work together to improve resident's health and wellbeing.
- **Oxfordshire Digital Infrastructure Strategy and Delivery Plan:** Sets out our vision for Oxfordshire to be enabled with smart infrastructure and our strategy for achieving this.

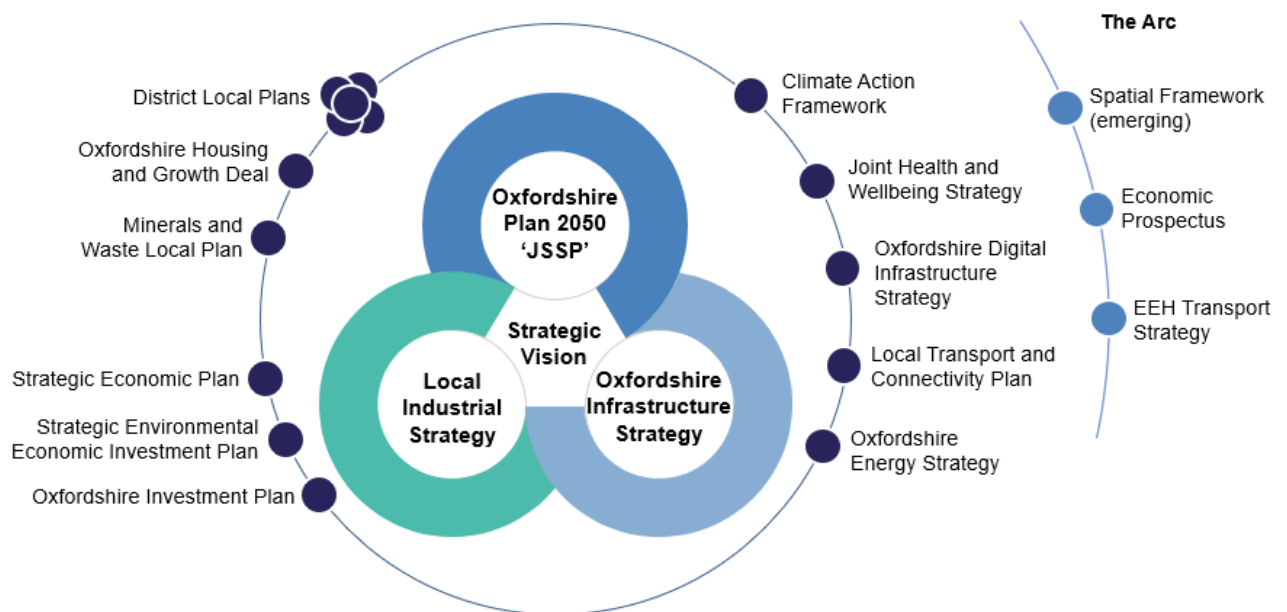


Figure 4 – Oxfordshire's strategic map

Evidence base

The LTCP has been informed by a wide-ranging evidence base. The evidence base has been developed using available data from local, regional and national sources.

Development of this evidence base has enabled us to understand past trends, the current situation and identify future challenges and opportunities. This understanding has informed the policies in the LTCP. The full evidence base and analysis can be found in the accompanying evidence base document.

We published a first version of the baseline report in support of the vision document in March 2020. We have updated the report to reflect feedback received and incorporate further evidence, however some sections remain unchanged.

The COVID-19 pandemic has had a significant impact on transport patterns and data collected in the last year. We have included this data where available and provided some analysis of it in the baseline report.

Whilst the evidence shows that Oxfordshire is in a good place for some things, there are also some significant challenges and areas where much more work is required. A summary of the key headlines is provided below:

- Since 1952 there has been a significant increase in car usage in the UK. This trend has been reflected in Oxfordshire, with vehicle miles increasing.
- Although bus usage in the county has increased overall since 2010, it has been declining since 2013/14.
- Rail usage has been increasing in the county and there are opportunities to further improve this.
- Whilst Oxfordshire is in a good starting place with regards to current walking and cycling levels, more still needs to be done to encourage usage.
- Road safety has improved but there have been some upward trends since 2018 and no level of casualties is acceptable.
- Transport is responsible for the largest proportion of greenhouse gas emissions in the county.
- How freight is moved is changing and Light Goods Vehicles (LGV) growth is projected to significantly increase.
- Oxfordshire has a rich and varied natural and historic environment, but certain habitats have been in decline in recent years.
- Oxfordshire has both urban and rural areas which will require different approaches.
- Oxfordshire has one of the UK's strongest economies, however housing and economic growth are placing strain on the existing transport network.
- Digital connectivity is good in Oxfordshire and can play a role in reducing travel demand. However, there is a need to expand full-fibre and gigabit broadband coverage.

The challenge

Oxfordshire's transport system affects all residents' lives. It plays a role in connecting our communities, supporting the 30,000 businesses in the county and enabling journeys for education, leisure and work.

There has also been a growing recognition of the way in which transport affects everyday experiences and health. The transport system and the options available shape how residents travel, how much physical activity they do and also how enjoyable everyday journeys are.

Therefore, it is vital that we create a plan for a transport system that will be resilient to different kinds of changes, addresses existing challenges, enables all residents to have a high quality of life and creates a healthy, sustainable county.

In order to achieve this, it is important to first identify the key transport challenges. These have been identified following the evidence base analysis. The key challenges were identified in the LTCP vision document and 60% of respondents agreed with them. We have since amended and updated them based on the feedback.

Decarbonisation

Greenhouse gas emissions from human activity are changing the Earth's climate in unprecedented ways, with some changes now irreversible³. In order to limit global warming to well below 2°C and pursue efforts to limit warming to 1.5°C, the UK government has made a legal commitment to deliver net-zero emissions by 2050.

Transport is responsible for the largest proportion of greenhouse gas emissions in the county (36%⁴). Therefore, there is an urgent need to decarbonise all forms of transport in the county. However, relying on zero-emission vehicles alone will not be enough. We must also increase the share of trips taken by walking, cycling, public and shared transport.

The private car

There has been a huge rise in car use across the UK since 1952. We have seen this national trend reflected within Oxfordshire with a 36% increase in vehicle miles since 1993⁵. In 2019, total vehicle miles driven in Oxfordshire passed 4 billion for the first time⁶. There will also be the challenge of providing the right infrastructure in the right places to support the move towards take up of zero-emission vehicles.

Whilst cars have increased personal mobility, they have negative impacts. For example, congestion is disrupting journeys and accommodating and managing vehicles in our towns and villages has created environments that have become less welcoming places for people. Encouraging a change in behaviour to tackle unnecessary private vehicle use and these impacts will be a significant challenge.

³ IPCC: AR6 Climate Change 2021: The Physical Science Basis

⁴ University of Oxford Transport Studies Unit: Pathways to a zero-carbon Oxfordshire

⁵ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra>

⁶ Census 2011

Future growth

Current forecasts are for over 85,000 new jobs and 100,000 new homes in the county between 2011 and 2031. Such growth will have a significant impact on our transport network, with an increasing number of people and goods needing to use it. Given the scale of growth, more radical solutions are needed to transform transport in Oxfordshire.

Connectivity

Whilst Oxfordshire has good public transport connectivity along certain corridors, there are notable areas that suffer from poor connectivity. Poor public transport connectivity and reliability is a particular issue in rural areas.

Another key area is the need to improve walking and cycling connectivity within towns and between towns, villages, transport hubs and workplaces to enable more journeys by these modes. There is also a need to better manage movement of freight and goods, both in rural and more urban areas.

There is also a need to improve other forms of connectivity such as digital connectivity, particularly full fibre connectivity. This will help reduce the need to travel and provide residents with the ability to work, shop and access services such as GP appointments from home.

Wider challenges

Transport is also critical to addressing wider challenges, notably public health, inequalities, air quality and road safety. Addressing private car use is central to this as cars are having negative impacts on public health through air pollution and physical inactivity, particularly affecting areas of deprivation around the county.

Vision and themes

Following the evidence base analysis and identification of key challenges we developed a transport vision. The vision was also informed by the topic engagement activity and through engagement with stakeholders.

We have developed a transport vision to set out the overarching direction for transport in Oxfordshire. The vision outlines a clear long-term ambition for transport in the county and underpins the policies in this document. The vision also ensures that we both take account of, and inform, wider strategy development.

In support of the draft vision we have identified five proposed key themes. These are the specific areas we are seeking to transform through implementation of the vision. We have also identified the outcomes we hope to deliver for each key theme.

The vision and key themes help provide structure and consistency throughout the LTCP and its supporting strategies. They ensure that all policies and schemes are aligned and working towards delivering the same outcome.

We included the draft vision and key themes in our LTCP vision document. We consulted on the LTCP vision document between 16 February 2021 and 29 March 2021. Overall, 68% of respondents agreed with the vision and 77% agreed with the key themes (33% strongly agree, 44% tend to agree). More detailed analysis of the responses can be found in the vision document engagement summary report.

Based on this feedback, we believe that overall, there is support for our vision and key themes. We have made some amendments to the vision, key themes and policy focus areas to reflect the comments received. The updated vision and key themes are outlined in the following sections.

Vision

“Our Local Transport Plan Vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive.

Our transport system will enable the county to be one of the world’s leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice.”

Key themes



Environment

Outcome: Sustainable communities that are resilient to climate change, enhance the natural environment, improve biodiversity and are supported by our zero-carbon transport network.



Health

Outcome: Improved health and wellbeing and reduced health inequalities enabled through active and healthy lifestyle and inclusive, safe and resilient communities.



Place shaping

Outcome: Sustainable and resilient communities which provide healthy places for people and a high-quality environment capitalising upon the exceptional quality of life, vibrant economy and dynamic communities of our county.



Productivity

Outcome: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, zero-carbon transport network.



Connectivity

Outcome: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the county, enabling greater choice and seamless interchange between sustainable modes.

Headline targets

In order to track delivery of the vision and key themes we have identified some headline targets. These will help us to quantify progress made on delivering the vision and ensure that we are on track to deliver the vision.

Monitoring of the LTCP is explained in more detail later in the LTCP. In summary, we will publish annual monitoring reports to demonstrate progress on delivering the LTCP and progress made against the headline targets. This will include some more detailed analysis against Key Performance Indicators.

Headline targets

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire

By 2040 our targets are to:

- Deliver a zero-carbon transport network
- Replace or remove 1 out of every 3 current car trips in Oxfordshire

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future

Our targets recognise that the car will still be a part of Oxfordshire's transport system. However, we know that there are many opportunities to reduce the number and length of car journeys made. This is critical to address the climate emergency and issues such as congestion, physical inactivity and poor air quality.

The policies in the following chapters outline the approaches and measures we will be taking to make these targets achievable. Key ways we will achieve the targets include:

- Promoting walking and cycling through new and upgraded physical infrastructure and community activation measures.
- Investment in our strategic public transport networks and the provision of better and quicker bus and rail services.

- Improving multi-modal travel, including the development of mobility hubs where people can easily change between different forms of transport, so that not all of a longer trip is made by car.
- Improving road safety to create safe and attractive infrastructure for vulnerable road users, including people walking and cycling.
- Improving digital connectivity to support remote working and digital access to services.
- Supporting transport innovations that will help us to make walking, cycling, public and shared transport more attractive.

However, it is important to recognise that these measures alone are unlikely to be enough. Therefore, if we are to truly achieve these targets some measures will be required that make private car use less attractive.

Supporting targets

In support of the headline targets, we plan to develop further targets for individual transport modes as part of the relevant supporting strategies. These will provide more detail about how we will achieve the headline targets.

The first supporting targets have been developed for cycling as part of the Active and Healthy Travel Strategy (AHTS). These targets are summarised below with further detail available in the AHTS. Additional supporting strategies and targets will be developed over the next year.

County-wide cycling target

By 2031 our target is to:

- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week.

Town and district cycle targets

Targets and monitoring will be set for each LCWIP town and for each district in support of the county-wide target. Our existing and interim targets for LCWIP towns and districts are to increase the number of cycle trips per week from:

- 300,000 to 450,000 in Oxford (LCWIP target).
- 20,000 to 60,000 in Bicester (LCWIP target).
- 55,000 to 100,000 in the rest of Cherwell (interim target).
- 50,000 to 100,000 in West Oxfordshire (interim target).
- 75,000 to 150,000 in the Vale of White Horse (interim target).
- 75,000 to 150,000 in South Oxfordshire (interim target).

Policies

The following chapter addresses the key challenge of decarbonisation in more detail. This is in line with the new requirements for LTP's to highlight how the issue is being tackled, as outlined in the Transport Decarbonisation Plan.

The subsequent chapters of the LTCP outline our transport policies. These will be used to influence and inform how we manage transport and deliver the vision. The policies are grouped according to policy focus areas which were identified in support of the key themes and included in the LTCP vision consultation.

Decarbonisation

Decarbonisation is a key overriding challenge that the LTCP seeks to address. In line with guidance from the government's Transport Decarbonisation Plan, we have provided background information and more detail about our approach to decarbonisation in this chapter.

Climate Change

Climate change is the large-scale, long-term shift in the planet's weather patterns and average temperatures. Climate change has meant that since the 1800's the average global temperature has risen by around 1°C⁷.

Climate change is primarily caused by the greenhouse effect. This is where greenhouse gases such as carbon dioxide are released into the atmosphere by humans. This creates a 'blanket' which means some infrared radiation cannot escape the earth's atmosphere. Instead, it is absorbed and goes back down to earth, causing the surface to heat.

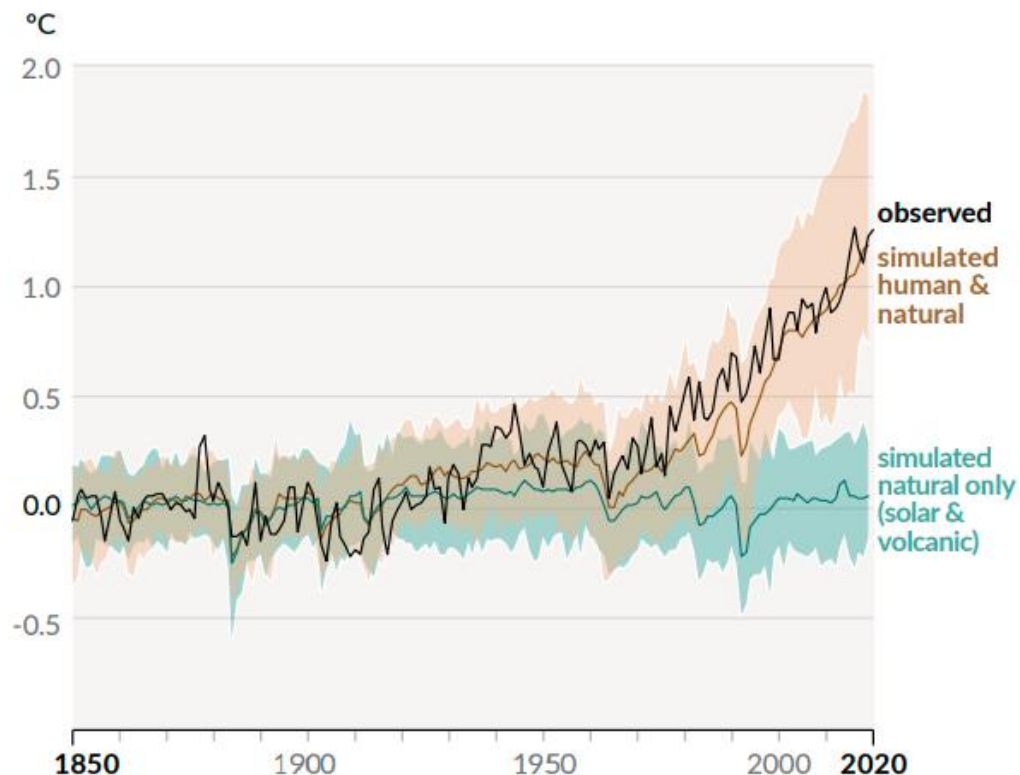


Figure 5 - Change in global surface temperature (annual average) as observed and simulated using human & natural and only natural factors⁸

The impacts of human induced climate change affect the climate system, ecosystems and people. Evidence of observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones, and their attribution to human influence, has strengthened over the last 8 years⁹.

⁷ Met Office

⁸ IPCC: AR6 Climate Change 2021: The Physical Science Basis

⁹ IPCC: AR6 Climate Change 2021: The Physical Science Basis

In order to tackle climate change, 196 countries signed the Paris Agreement in December 2015. The agreement goal is to limit global warming to well below 2°C, preferably to 1.5°C, compared to pre-industrial levels¹⁰.

UK Government

Building on the Paris Agreement, the UK government passed a net-zero emission law in 2019. This target will require the UK to bring all greenhouse gas emissions to net zero by 2050. This will end the UK's contribution to global warming.

Transport is now responsible for the largest proportion of UK greenhouse gas emissions. In 2019 transport was responsible for 27% of total UK greenhouse gas emissions, with road transport responsible for 91% of transport emissions. Within this passenger cars produce 55% of road transport emissions¹¹.

Decarbonising transport is therefore a critical part of reaching net-zero emissions and addressing climate change. In order to set out how this will be achieved, the government published the Transport Decarbonisation Plan in July 2021.

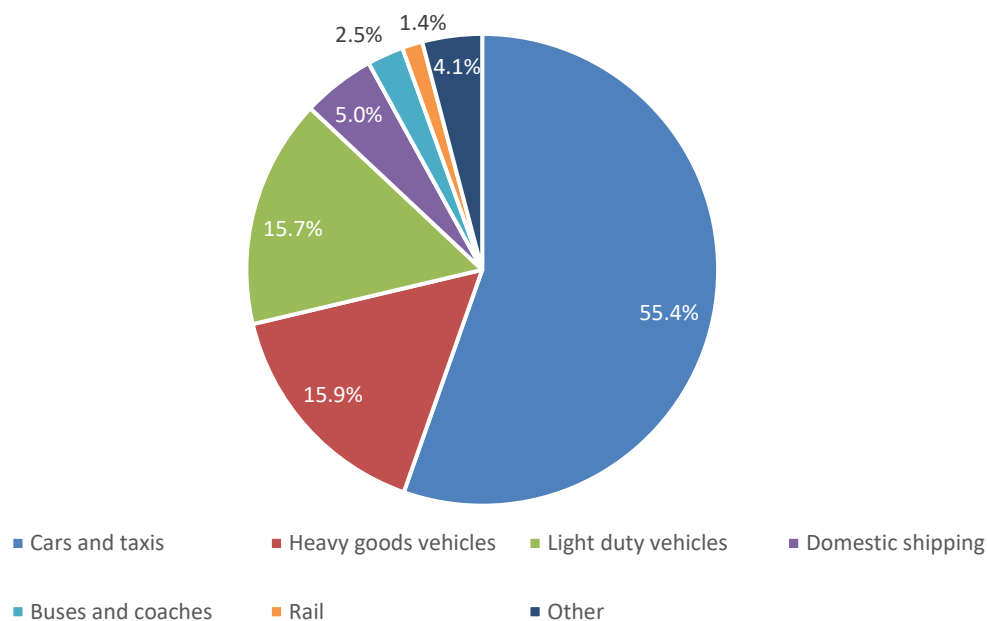


Figure 6 – UK Greenhouse gas emissions by transport mode¹³

Transport Decarbonisation Plan

The Transport Decarbonisation Plan reiterates commitments to end the sale of new petrol and diesel cars by 2030 and proposes ending the sale of non-zero emission HGVs by 2040. It also highlights the need to make better use of road space and encourage more trips by walking, cycling and public transport.

¹⁰ United Nations Climate Change: The Paris Agreement

¹¹ UK Government: Transport Decarbonisation Plan

¹² UK Government: Transport Decarbonisation Plan

As highlighted earlier, the document sets out a role for LTPs. It is suggested that for future local transport funding, LTPs will need to demonstrate how local areas will reduce emissions through a portfolio of transport investments.

Oxfordshire Climate Action Framework

In recognition of climate change, all Oxfordshire authorities have declared a climate emergency. Following our declaration, Oxfordshire County Council adopted a Climate Action Framework

The framework commits us to operating at net-zero carbon by 2030 and enabling a zero-carbon Oxfordshire by 2050. The LTCP will be essential to delivering these commitments and outlines in more detail how transport will contribute.

Pathways to a zero carbon Oxfordshire

Further local context to climate change and decarbonisation is provided by the University of Oxford's Environmental Change Institute (ECI) Pathways to a zero carbon Oxfordshire report.

The report outlines different potential pathways to achieving a zero carbon economy in Oxfordshire by 2050. The most ambitious of these, the 'Oxfordshire Leading the Way' scenario has been identified as the preferred route for the county to follow.

In this scenario, Oxfordshire goes further and faster than other areas of the UK in achieving zero carbon emissions¹³. The LTCP builds on the recommendations in this scenario and will be key to delivering it.

Oxfordshire Leading the Way Scenario

This scenario is driven by high levels of public support for local action and strong policy, as well as lifestyle change amongst householders and communities. In terms of transport the following key features are identified:

- Energy demand associated with transport falls as Oxfordshire residents incorporate walking and cycling into their daily routines.
- More amenities are provided locally, and businesses support remote working.
- Reduced car-usage is also driven by extensive pedestrianisation measures, workplace charging levies, the proliferation of low traffic and higher density neighbourhoods, and the expansion of shared transport options.
- Vehicle electrification occurs more rapidly than in other scenarios, and sharing business models, are pioneered in Oxfordshire.
- Freight consolidation centres and other localised warehousing and production enable low carbon local delivery of goods throughout urban areas.

Our approach to decarbonisation

This section has highlighted that it is essential for us to outline a clear plan for the decarbonisation of transport in Oxfordshire. Recognising the need for rapid reductions in greenhouse gases in this decade, the LTCP aims for a zero-carbon Oxfordshire transport system by 2040.

¹³ University of Oxford Transport Studies Unit: Pathways to a zero-carbon Oxfordshire

We recognise that achieving this target will be challenging. It will require technical innovation, bold policy decisions and widespread behaviour change. However, the benefits are significant.

Delivering this target will ensure that Oxfordshire plays its part in tackling climate change. By leading the way, we will help others to get there quicker and will create opportunities for Oxfordshire based enterprises. Decarbonisation will also deliver wider benefits to biodiversity and people's health and wellbeing in Oxfordshire.

Our approach to decarbonisation, is primarily by seeking to reduce unnecessary private vehicle use and increasing the proportion of trips made by walking, cycling, public and shared transport.

The policies in the following chapters outline our approach for doing this. We have also outlined policies to support the uptake of zero-emission vehicles, encourage home working and support alternative modes for the movement of goods.

These policies build on the features identified in the Pathways to a Zero Carbon Oxfordshire report. We have summarised how the policies align with our key themes and which will contribute to decarbonisation in the table below.

Policy	Environment	Health	Place Shaping	Productivity	Connectivity	Decarbonisation
Walking and cycling						
Transport user hierarchy						
Cycling and walking network						
LCWIPs						
Strategic Active Travel Network						
Greenways						
Community activation						
Healthy place shaping						
Healthy Streets Approach						
Health Impact Assessment						
Guidance and standards for new developments						
Low Traffic Neighbourhoods						
20-minute neighbourhoods						
School Streets						
Road safety						
Road safety						
20mph zones						
Equestrians						
Public transport						
Bus strategy						
Community transport						
Park and Ride						
Rail						

Air travel and connectivity						
Multi-modal travel						
Mobility Hubs						
Digital connectivity						
Digital infrastructure						
5G						
Remote Working						
Environment, carbon and air quality						
Embodied carbon						
Clean air / Zero Emission Zones						
Zero emission vehicles						
Green Infrastructure						
Network and congestion management						
Network management						
Asset management						
Parking management						
Parking enforcement						
Demand management						
Road schemes						
Smart infrastructure						
Innovation						
Passenger micromobility						
Shared mobility						
Connected and Autonomous Vehicles						
Unmanned Aerial Vehicles						
Living Lab						
Innovation framework						
Data						
Data						
Modelling						
Monitoring						
Freight and logistics						
Freight and logistics strategy						
Freight consolidation						
Cycle freight						
Regional connectivity and cross boundary working						
Regional connectivity and cross boundary working						
Local connectivity						
Area transport strategies						
Transport corridor strategies						
Rural journeys						

Walking and cycling

Encouraging increased levels of walking and cycling will be central to delivering our vision for travel in Oxfordshire. More people choosing to walk and cycle will improve the mental and physical health of Oxfordshire's residents and make Oxfordshire's streets more welcoming, safe and relaxing places.

Increasing walking and cycling will be a key part of reducing private car usage. Reduced private car usage is essential to achieving our ambition for a zero-carbon transport network and it will help to improve air quality, address climate change and tackle associated health and inequality issues.

This chapter outlines the high level policies that will help us to deliver increased walking and cycling. More detail about how these will be achieved can be found in the Active and Healthy Travel Strategy which has been published alongside the LTCP.

Physical activity explainer

Physical activity guidelines

Evidence now demonstrates that there is no minimum amount of physical activity required to achieve some health benefits. However, it is recommended that:

- Children and young people should do physical activity for an average of at least 60 minutes per day across the week.
- Adults should accumulate at least 150 minutes of physical activity each week.

In general, the more time spent being physically active, the greater the health benefits. However, the gains are especially significant for those currently doing the lowest levels of activity (fewer than 30 minutes per week)¹⁴.

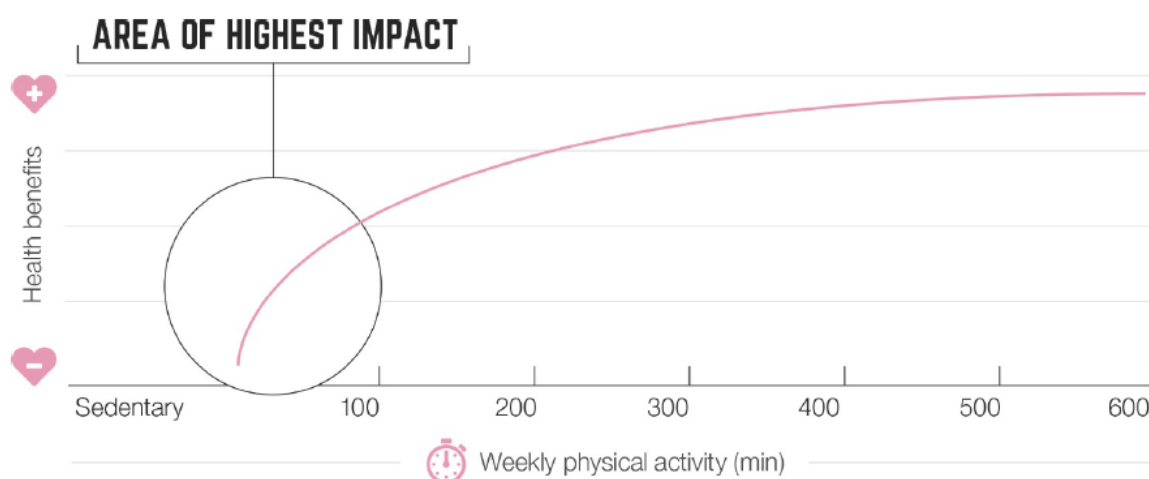


Figure 7 – Dose-response curve of physical activity and health benefits¹⁵

¹⁴ UK Chief Medical Officers' Physical Activity Guidelines 2019

¹⁵ UK Chief Medical Officers' Physical Activity Guidelines 2019

Current physical activity levels

Inactivity is the fourth largest cause of disease and disability, and directly contributes to one in six deaths in the UK¹⁶. This makes it as dangerous as smoking¹⁷.

In Oxfordshire, 72.5% of adults meet physical activity recommendations, higher than the national average¹⁸. Despite this 3 out of 10 adults are still not meeting the recommendations. There are also significant variations across the county.

In Oxfordshire 52.4% of children meet the 60 minute per day recommendation compared to 46.8% nationally. However, this figure is still only just over 50% and means approximately 42,100 children are not getting enough physical activity.

Benefits of physical activity

In children, regular physical activity is associated with improved learning and attainment, better mental health and cardiovascular fitness¹⁹. It also reduces sickness absence and can reduce crime and anti-social behaviour²⁰.

In adults, there is strong evidence to demonstrate that physical activity can help to protect from a range of chronic conditions including coronary heart disease, obesity, type 2 diabetes, Alzheimer's and social isolation²¹. Physical activity has also been shown to improve mental health²². Those who walk for more than 8.6 minutes per day are 33% more likely to report better mental health²³.

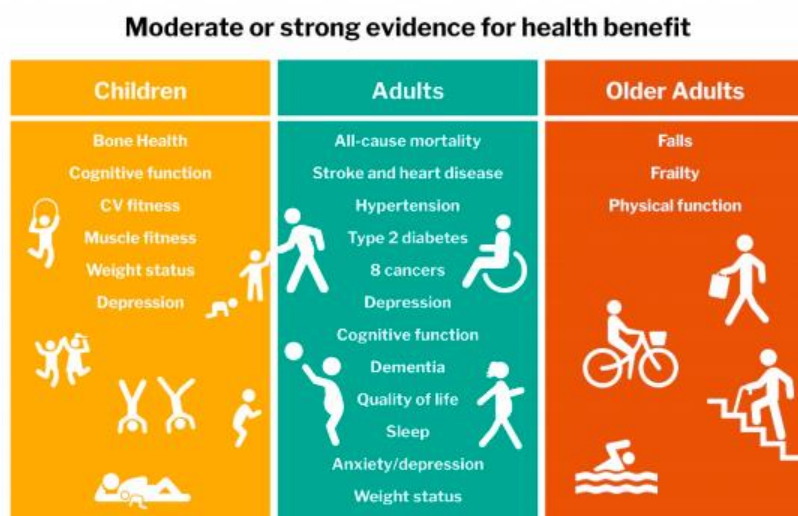


Figure 8 - Diagram showing health benefits of physical activity²⁴

¹⁶ Everybody Active, Every Day, Public Health England, (2014) -https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/366112/Framework_23_Oct.pdf

¹⁷ Steps to solving inactivity, UKactive, www.ukactive.com, 2014

¹⁸ Public Health England Profiles

¹⁹ UK Chief Medical Officers' Physical Activity Guidelines 2019

²⁰ Everybody Active Every Day (2014), Public Health England,

²¹ UK Chief Medical Officers' Physical Activity Guidelines 2019

²² Journal of Environmental Planning and Management. Pretty, J. Peacock, J. Hine, R. Sellens, M. South, N & Griffin, M. (2007) Green Exercise In The UK Countryside: Effects On Health And Psychological Well-Being, and Implications For Policy And Planning.

²³ Making the case for investment in the walking environment: A review of the evidence, by Danielle Sinnett, Katie Williams, Kiron Chatterjee and Nick Cavill. 2011. UWE

²⁴ UK Chief Medical Officers' Physical Activity Guidelines 2019

Transport user hierarchy

In order to deliver these benefits a new approach is required that prioritises walking and cycling. We will put this approach into practice through our transport user hierarchy. The transport user hierarchy translates our vision into policy and sets the direction for the rest of the LTCP.

The hierarchy clearly outlines the order in which we will consider different modes of transport in policy development and scheme design. It identifies that our priority is to enable and encourage walking, cycling, public and shared transport use.

Why is this policy needed?

The hierarchy recognises that private cars will still play a role in Oxfordshire's future transport network. The hierarchy does not mean that every future scheme will be in relation to walking, cycling or public transport.

Instead, it recognises that many existing streets have been designed around the private car which create environments that are not welcoming for people and do not support a variety of travel modes.

It is therefore important that future schemes consider other modes of travel first to help reduce the private car's dominance and develop a more balanced transport system. It will also ensure that we consider human health and well-being first, creating attractive environments for people to walk, cycle and spend time in.

We also recognise that the hierarchy is a simplification and different modes will be more appropriate in certain locations. These more localised decisions will be taken through the area transport strategies. The hierarchy provides us with a clear, agreed position to help with that process.

What are the benefits to people in Oxfordshire?

Prioritising alternatives to the private car will be essential to deliver an effective zero-carbon transport network. The hierarchy will also help create environments that encourage people to walk and cycle, thereby improving air quality, reducing noise and delivering the benefits related to physical activity.

Application of the transport user hierarchy will deliver a more balanced and effective transport network that provides for a greater range of travel modes and accessibility needs. This will enable all residents to have more choice and easier interchange between sustainable modes, making every day journeys more convenient.

Policy 1 – Oxfordshire County Council will develop, assess and prioritise transport schemes and policies according to the following transport user hierarchy:

- Walking (including running and mobility aids)
- Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
- Public transport (bus, scheduled coach and rail)
- Shared vehicles (taxis, car clubs and carpooling)
- Motorcycles
- Other motorised modes

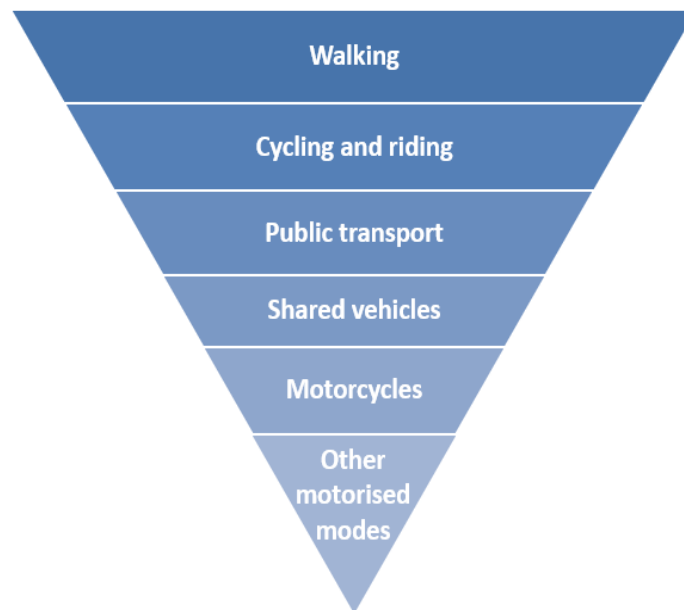


Figure 9 - LTCP Transport User hierarchy

Cycle and walking networks

In order to support this hierarchy and prioritise walking and cycling we will create plans for improved infrastructure across the county. Comprehensive cycle and walking networks are fundamental to successfully increasing their usage.

A network is a collection of strategic routes that go from node to node and link to each other. What this creates is town-wide connectivity. Generally walking and cycling routes will overlap but the infrastructure for each mode is in most cases significantly different.

For instance, when people are walking, they legally have exclusive right to use footways. When people are cycling there is the need to choose between several options – the road carriageway or some form of cycle path.

The scale of the network is also significantly different. Walking journeys are typically under 1 mile (20 minute journeys), whereas the equivalent 20 minute journey by bicycle is nearly 5 miles, so a cycle network will cover around 25 times the area of a walking network.

When developing these networks cycling, walking and environmental groups will be key partners. These groups can help to identify new routes, suggest improvements, critique designs and publicise surveys and new routes.

In order to facilitate a good working relationship with these stakeholders, we have signed up to co-production in developing new schemes. Co-production involves the equal exchange of ideas to understand different priorities and problems.

Why is this policy needed?

There is convincing evidence from the Netherlands and UK that good quality cycle networks have an impact on increasing cycling. Cycle routes in the network should be easily accessible from every local neighbourhood in a town and lead to significant destinations, such as work, shopping, education or leisure.

Each cycle route should be coherent from start to finish, which means that it is continuous without a break and consistent in the type of infrastructure and the experience of the person cycling.

The first major challenge for providing walking networks is having destinations within each walking distance. This ties in with the 20-minute neighbourhood concept, outlined in policies 16 and 17.

Quality Pedestrian Corridors (QPCs) aim to provide continuous level footways from start to finish on the core most important strategic walking routes. In QPCs, footways and priority for people walking is extended across all side roads by side road entry treatments (SRETs). Good quality and convenient crossings of main roads on desire lines and at junctions are another crucial element of creating a walking network.

Committing to co-produce these networks will ensure that designs are shared at an early stage for critique and input from local groups. It will also help to better publicise surveys and new routes.

What are the benefits to people in Oxfordshire?

Comprehensive walking and cycling networks will give all residents an opportunity and an incentive to cycle and walk. By providing attractive strategic local routes that link every neighbourhood to nearby destinations, people of all ages and all abilities will be encouraged to make more local journeys on foot or by cycle.

QPCs will particularly benefit more vulnerable residents, such as children and those who use wheelchairs, sticks, buggies, pushchairs or have sight impairments.

An important benefit of a good quality cycle network is that it significantly widens residents' choice and ability to conveniently reach services and destinations. This supports those unable to afford a car and typically makes the whole town accessible.

Policy 2 – Oxfordshire County Council will develop comprehensive walking and cycling networks that are attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Cycle Design Standards (to be published in 2022).

Policy 3 – Oxfordshire County Council will seek to ensure that all new developments include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to the local comprehensive cycle and walking network.

Policy 4 – Oxfordshire County Council will work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.

Local Cycling and Walking Infrastructure Plans

In order to develop these networks, we recognise that there are different requirements for different towns and that they should be informed by tailored, evidence led plans. We will therefore develop Local Cycling and Walking Infrastructure Plans (LCWIPs).

LCWIPs are strategic policy documents that identify improvements to walking and cycling infrastructure at the local level. They enable a long-term approach (normally over a 10-year period) to prioritising interventions, with the aim of developing coherent, safe and attractive networks for walking and cycling.

LCWIPs will be rolled out in those towns with higher populations, which include large employment and retail sites or where significant new developments are planned. Oxfordshire County Council has already developed LCWIPs for Oxford and Bicester, with others (Kidlington, Banbury, Abingdon, Didcot and Witney) programmed for development.

Case study – Bicester LCWIP

The [Bicester LCWIP](#) was approved in September 2020. The document sets out a programme of measures to improve cycling and walking in support of the LTCP and Cherwell Local Plan policies. It identifies targets for at least a 200% increase in cycling and 50% increase in walking for trips within Bicester from 2020 to 2031.

The Bicester LCWIP sets out different scheme options that could be applied over the 10 year timescale of the plan. The most ambitious of these, category A, proposes that to go from one area to another residential area or to the town centre, cars would return to the ring road and enter the other area from the ring road. The map below shows a comparison of internal journey times by travel mode in this situation.



Figure 10 – Category A: Comparison of internal journey times by travel mode²⁵

²⁵ Bicester LCWIP

LCWIPs will plan improvements to existing walking and cycling infrastructure and link in with new development proposals and the Oxfordshire Strategic Active Travel Network.

The cycle and walking networks will be embedded in wider transport schemes and designed according to Oxfordshire cycling and walking design standards. For cycling, these standards will be based on Government guidance LTN 1/20 and support Government policy document “Gear Change”.

Why is this policy needed?

LCWIPs are set out in the Government’s Cycling and Walking Investment Strategy as a key tool to enable sustained investment in cycling and walking infrastructure. In 2020, Government updated cycling guidance in LTN 1/20 and Gear Change.

The Government has indicated that access to Government funding for walking and cycling infrastructure will be increasingly dependent on local authorities having adopted LCWIPs for their main towns with routes designed in line with LTN 1/20 standards.

LCWIPs enable a structured and coherent approach to cycling and walking as modes of travel. This allows Oxfordshire County Council to prioritise those interventions that are most effective in increasing the number of trips made on foot or by bike and deliver schemes that offer the most value for money.

What are the benefits to people in Oxfordshire?

LCWIPs will provide Oxfordshire residents with opportunities to walk and cycle along routes designed for their comfort, directness and safety. This will help facilitate a shift from private cars to walking and cycling and deliver the associated benefits.

Encouraging more travel to town centres without congestion or the need for extra parking, can also help reinvigorate local town centres in terms of retail and social exchange.

Policy 5 – Oxfordshire County Council will develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity.

Policy 6 – Oxfordshire County Council will implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.

Strategic Active Travel Network

We recognise that the largest potential for increasing walking and cycling activity is in and around large population centres, which are covered by the LCWIPs. Longer commutes by walking and cycling are less frequent but can be stimulated by better network connectivity, improved infrastructure, new technology (particularly electric bikes (e-bikes) and electric scooters (e-scooters)) and more convenient interchanges with other travel modes.

The Strategic Active Travel Network (SATN) is a project aimed at providing a county-wide approach to walking and cycling connectivity. It will identify key existing and potential routes for walking and cycling between main destinations or corridors and prioritise interventions to such routes.

The SATN will enhance the potential of inter-town routes, while also providing a strategic approach to walking and cycling in small and dispersed settlements in rural areas. It will be focused on facilitating regular commuting while acknowledging that parts of the network can also be important leisure routes.

From a strategic perspective, the SATN will cover the space between different LCWIPs and ensure they are coherent. It will build on existing regional projects (such as the Science Vale Active Travel Network and Oxford Greenways project) and will also tie in with local sections of the National Cycle Network.

Why is this policy needed?

A county-wide approach to walking and cycling infrastructure is needed in order to provide good, consistent interventions to all. The SATN will provide context to local or district-based interventions and ensure that there is coherence between them. It will also serve as a roadmap for planning improvements in the more rural areas of the county.

What are the benefits to people in Oxfordshire?

The development of the SATN will expand the opportunities to walk and cycle between towns, villages and key corridors in Oxfordshire. This improved connectivity will contribute to encouraging walking and cycling and delivery of our vision.

Policy 7 – Oxfordshire County Council will develop a Strategic Active Travel Network in order to identify key routes for walking and cycling between destinations across the county and prioritise interventions to existing and new infrastructure.

Policy 8 – Oxfordshire County Council will identify and support all opportunities to develop and link up the Strategic Active Travel Network in new planning proposals, rural and major roadworks and road schemes.

Greenways

There are also existing off-road networks that could be developed to support the uptake of walking and cycling. There are hundreds of kilometres of Public Rights of Way (PRoW) throughout Oxfordshire that have the potential for transformation into high quality multi-user routes.

In addition, there are unsurfaced roads, disused railway and canal corridors, and other tracks that, if better linked, improved and managed with these PRoW, could provide a set of high quality Oxfordshire Greenways. These Greenways could be used by a range of residents and visitors for active recreation, social use and travel whilst also providing benefits for habitats, landscape character and wildlife.

Case study – The Icknield Greenway

Route 1 of the Science Vale Cycle Network, between Wantage and Harwell was completed in April 2021. The Icknield Greenway is the first new Greenway for Oxfordshire and provides a leisure commuting focused route using new, upgraded and improved public rights of way and quiet roads.

The route balances cycle, walking and horse-riding needs alongside farming and land-managing on a robust and well-managed path in the setting of an Area of Outstanding Natural Beauty. The route is now being enjoyed by families and cycle commuters of all abilities and types of bike, as well as walkers, runners and equestrians.



Figure 11 – The Icknield Greenway

Why is this policy needed?

In line with the aims of the Oxfordshire Rights of Way Improvement Plan, the development of Oxfordshire Greenways will provide routes for active leisure routes.

Families with younger children, people with disabilities and those who need easier access, horse riders and carriage drivers, and those people less confident in using bicycles on roads will especially benefit from shared spaces away from the noise, pollution and speed of motor vehicles.

What are the benefits to people in Oxfordshire?

Oxfordshire Greenways would be free to use and could play an important role in giving opportunities for outdoor physical and social activity for non-motorised users on routes that are more attractive to inexperienced people or those that need to be assured of a certain standard of accessibility.

They would also help to contribute to reduced private car usage, support economic sustainability in the county and can be designed and managed to provide and improve habitats, biodiversity and landscapes.

Policy 9 – Oxfordshire County Council will develop a number of Greenways across the county providing leisure commuting routes for people walking, cycling and equestrians. Priority will be given to routes that benefit communities and that have a deliverable route.

Community activation

The combination of measures outlined previously will help to improve walking and cycling infrastructure across the county. However, we recognise that just providing infrastructure is not enough to ensure that people derive the health and wellbeing benefits such infrastructure offers.

Community activation, together with improving the built environment and developing prevention focused models of care, are the three core elements of healthy place shaping.

Health inequalities explainer

The economic and health impacts of the COVID-19 pandemic have exacerbated the existing health inequalities in Oxfordshire. Although the county is generally affluent, 16 areas out of 407 are in the 20% most deprived areas nationally.

People in these areas experience significantly worse health and wellbeing and shorter healthy life expectancy. COVID-19 has had a disproportionate impact on them, with mortality rates in the most deprived areas more than double those in the least deprived areas of the county.

The pandemic has also increased levels of social isolation and loneliness and reduced levels of physical activity where there has been poor access to green spaces and public rights of way, resulting in poorer mental and physical health.

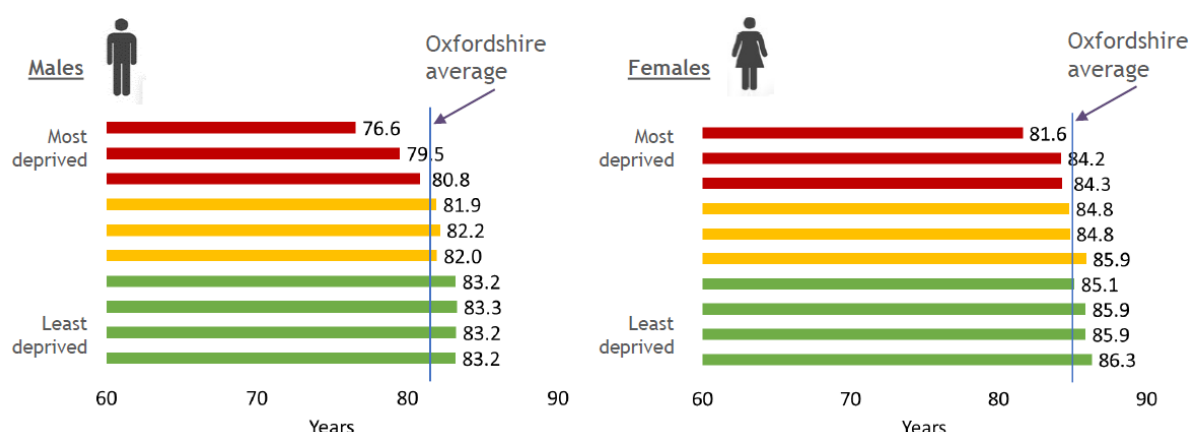


Figure 12 - Oxfordshire Life Expectancy at birth by deprivation: males and females, 2017-19²⁶

Working with community groups and voluntary organisations to activate people who are less active, more isolated, and who experience greater barriers to enjoying a healthy lifestyle is needed in order to reduce health inequalities in Oxfordshire.

Community activation is the process of enabling people to obtain the health and wellbeing benefits of assets in their local community, both hard assets such as parks and soft assets such as local community groups which offer social interaction.

²⁶ Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020

Community activation aims to create and activate places within local communities that increase access to opportunities for physical activity and social connection. It particularly focuses on working with local community groups to engage residents who may experience greater barriers to enjoying a healthy lifestyle.

Why is this policy needed?

New or improved, walking and cycling infrastructure has the potential to reduce health inequalities, but community activation is required to realise these benefits.

This involves co-production of initiatives with local community groups, such as local walking groups, to reach people who are inactive and address their barriers to more walking and cycling.

Such engagement can identify common barriers to cycling such as lack of bike parking and fears of cycle theft that need to be addressed to encourage people to walk or cycle more. It can also develop local solutions such as the provision of bike libraries, free Dr Bike repairs for low income families, family based cycle training, and walking buddy schemes.

What are the benefits to people in Oxfordshire?

Community activation will help to maximise that number of residents using walking and cycling routes and benefiting from the health improvements of being more physically active and the opportunities for social interaction.

Policy 10 – Oxfordshire County Council will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures that enable the whole community and particularly those with greatest need to benefit from these improvements and to become more active and for healthy day-to-day behaviours to become the norm.

Healthy place shaping

The previous chapter outlined several policies in relation to walking and cycling infrastructure. However, we also need to consider the wider role of how we design our urban environment to make it easy and enjoyable for people to walk and cycle, including the design and connectivity of our streets.

Streets play a role in all journeys and have a significant impact on people's experiences of travel and everyday lives. Creating attractive streets in Oxfordshire is essential to delivering our vision.

Healthy place shaping explainer

[Healthy place shaping](#) is a collaborative approach which aims to create sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.

Healthy place shaping can apply to new developments and in the regeneration of existing communities. It involves action across the following three key workstreams:

1. **The built environment** – Shaping the built environment, green spaces and infrastructure at a local level to improve health and wellbeing.
2. **Community activation** – Working with local people, local community organisations, businesses and schools to engage them in developing places, facilities and services.
3. **New modes of care** – Re-shaping health, wellbeing and care services, and the infrastructure which supports them, to achieve health benefits.



Figure 13 – Visualisation of the Healthy Place Shaping pillars for the Bicester Healthy New Town project²⁷.

²⁷ Active Oxfordshire

As a county, healthy place shaping is now a core strategic priority and we are embedding the approach through the work of the Future Oxfordshire Partnership and Health and Wellbeing Board. This will ensure that development is inclusive, that it addresses the current health inequalities in the county, and that it results in the creation of healthy communities.

Oxfordshire is also leading the way in terms of implementing this place-based approach having developed and tested it through the Healthy New Town programmes in Bicester and Barton.

Designing streets that prioritise people over motor vehicles will create places where people feel welcome, safe and choose to walk and cycle. However, there is a need for a new approach to street design if these aspirations are to be met.

Previously, we have tried to maintain traffic flow whilst accommodating other modes but driving remains the more attractive mode. Our new Street Design Guide, endorsed for adoption by cabinet in September 2021, proposes a new approach to tackle this and will be a key guidance document alongside District Design Guides.

To further support this new approach and to support application of our transport user hierarchy, we are also promoting use of the Healthy Streets Approach.

Healthy Streets Approach

The Healthy Streets Approach is about a gradual shift to a system more focused on people and provides a framework for making human health the central aspect of planning²⁸. Ultimately, the Healthy Streets approach is about improving human experience on all streets.



Source: Lucy Saunders

Figure 14 - Healthy Streets indicators²⁹

²⁸ <https://healthystreets.com/>

²⁹ <https://healthystreets.com/>

In order to achieve this, the Healthy Streets Approach has identified 10 indicators for assessing how streets feel for human beings. There are assessment tools available that enable us to assess streets and scheme proposals against the indicators so that we can understand how appealing they are to walk, cycle and spend time in.

By embedding the Healthy Streets Approach into relevant guidance and decision making processes we can identify improvements to existing streets and seek improvements against all indicators for future proposals.

Why is this policy needed?

The Healthy Streets Approach is required in Oxfordshire if we are to deliver our vision to make walking, cycling, public and shared transport the natural first choice. A new approach is needed that reduces the dominance of vehicles and improves streets for all users.

Improving people's experiences of streets will contribute to the delivery of our vision and key themes. Notably, the Healthy Streets Approach will help us to deliver a zero-carbon transport network, improve health and wellbeing and create healthy, dynamic communities.

What are the benefits for people in Oxfordshire?

Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives.

Improving streets to encourage walking and cycling will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, the Healthy Streets approach will help to tackle inequalities by improving streets for all users and giving greater transport choice.

Policy 11 – Oxfordshire County Council will embed the Healthy Streets Approach and [Design Check Tool](#) into relevant guidance and decision making processes to improve the human experience of streets and encourage walking and cycling.

Health Impact Assessment

In support of the Healthy Streets Approach, we are also proposing to expand the use of Health Impact Assessments (HIAs). HIAs are a tool used to identify the health impacts of a plan or project.

They also produce recommendations for decision makers and stakeholders which aim to maximise a proposal's positive health effects and minimise its negative health effects, while maintaining a focus on addressing health inequalities.

HIAs must look at the issue of health comprehensively, including the range of wider determinants of health and inequality, and not focus solely on access to health services. It will identify any unintended health consequences and a clear analysis of whether the health of the whole population or just certain sections will be affected.

HIAs can be used to assess Transport Plans and Policies and individual infrastructure schemes. The level of HIA required will depend upon the scale and impact of the development. An initial screening will identify an infrastructure proposal's possible impacts and identify where a full HIA may be required.

The checklist in Appendix 1 has been designed to support HIAs. It provides questions to consider when assessing a proposal. The questions are not exhaustive, and not all questions will be of relevance to all proposals.

As part of the LTCP, we will expand the use of HIAs to include all major transport schemes or plans. This will further ensure considerations about health are embedded in the planning and design process.

Why is this policy needed?

Major development can impact on health in a variety of ways including through noise and pollution during the construction phase, increased traffic movements and greater competition for limited open space.

Equally, development can deliver improvements such as improved access by walking, cycling and public transport and the provision of opportunities to access green spaces, services, cultural and community facilities.

HIAs provide a systematic framework to identify the potential impacts of a development proposal on the health and well-being of the population and highlight any health inequalities that may arise. HIAs can highlight mitigation measures that may be appropriate to enable developments to maximise the health of communities.

What are the benefits for people in Oxfordshire?

Requiring the use of HIAs will ensure that future development and improvements to the transport network across Oxfordshire positively impacts on existing health inequalities and creates healthy, more resilient and sustainable communities.

The use of HIAs will also provide a mechanism for putting the healthy place making principles into practice and delivering improvements to health and well-being.

Policy 12 – Oxfordshire County Council will require transport plans and infrastructure schemes to deliver health benefits and to mitigate any negative impacts by:

- a. Requiring all major schemes or plans where potential health issues are likely to arise, to screen for possible health and wellbeing impacts.
- b. Requiring a Rapid or Full HIA to be submitted for larger-scale infrastructure proposals.

Guidance and standards for new development

In order to achieve our aspirations for healthy place shaping we can't just focus on street redesign. Very few streets are redesigned each year and large scale public realm projects are high cost for a limited geographic area.

We need to focus on small improvements, changes and reprioritisation of space to improve the human experience on all streets. This can be achieved in a variety of ways such as through the planning process and community led projects.

A key way in which this can be achieved is by embedding these principles into guidance and standards for new development so that they are built in from the outset. This will ensure that healthy places are created and prevent the need for retrofitting.

Standards for new developments will also help to deliver our vision by ensuring that walking, cycling, public and shared transport are the natural first choice for travelling within new developments and between new and existing settlements.

Why is this policy needed?

Significant housing growth is planned for Oxfordshire between 2021-30. This policy is needed to ensure that new residential development creates sustainable, healthy communities. It will ensure there is relevant infrastructure and safe, well connected routes that reduce the need for travel, maximise use of walking and cycling and is fit for the future to avoid the need for costly retrofit measures.

The aim is to make it easy, attractive and convenient to walk, cycle or use public transport within new residential developments and between new and existing settlements.

What are the benefits for people in Oxfordshire?

Creating comprehensive networks for cycling, walking and public transport at an early stage within new residential areas, which also connect with existing active travel infrastructure, will help to make walking and cycling more convenient for most journeys than private car usage.

Designing new developments that prioritise walking and cycling will also create healthy, vibrant communities that have good air quality, low noise pollution and will achieve carbon reduction targets. Being active outdoors with the opportunity to be sociable also brings important benefits to mental wellbeing.

Policy 13 – Oxfordshire County Council will embed the standards for residential developments (Appendix 2) into relevant guidance and decision making processes and will work with District and City Councils so that they are reflected in local planning guidance and design codes.

Low Traffic Neighbourhoods

As highlighted previously, healthy place shaping is a key aspect of encouraging walking and cycling. Designing streets that prioritise people over motor vehicles will create places where people feel safe and choose to walk and cycle.

The Waltham Forest Low Traffic Neighbourhood (LTN) survey found that traffic was the key factor affecting local people's perception of the quality of their streets; with too much traffic the key complaint (50% of responses) and less traffic, less noise and safer roads the key benefits (80% of responses) of the LTN.

There are various tools available that can help to prioritise people over motorised vehicles. One of the most effective is the deployment of Low Traffic Neighbourhood's.

LTNs are residential areas where through motor traffic is prevented by traffic filters, whilst still allowing access for cycling and other forms of micromobility such as e-scooters (where legally allowed). LTNs create walking and cycle friendly streets and a better liveable environment for residents.

Traffic filters can be bollards or planters, which prevent motor traffic driving through it, but have gaps wide enough for people walking and cycling and those with buggies, mobility scooters or wheelchairs to pass through. On bus routes only, traffic filters permit buses, taxis and private hire vehicles through but not general traffic. These are backed up by automatic number plate recognition (ANPR) cameras.

Case study – Oxford Low Traffic Neighbourhoods

During March 2021, we introduced a trial of 3 LTNs within the Cowley area of Oxford. These were implemented using some of the £2.98 million in funding received from the Department for Transport's Active Travel Fund.

Temple Cowley, Church Cowley and Florence Park were chosen for the LTNs because drivers from outside the area take shortcuts along the residential streets and there are strategic cycle routes running through the neighbourhoods.

We have introduced the LTNs via a legal process called an Experimental Traffic Regulation Order (ETRO). In an ETRO, the Council introduces the scheme as an experiment first and there is then a six-month period when the public can see for themselves the impact of the scheme and the Council can monitor its impacts before deciding whether to confirm, cancel or extend the ETRO.



Figure 15 – Photo of the Cowley LTN's

Why is this policy needed?

LTNs have great potential to make neighborhoods safer, cleaner and more desirable. They enhance community interaction and promote walking and cycling options for residents.

Despite initial concerns, it has also been found that they are good for the local economy – with local shops and businesses seeing improved revenues from increased footfall.

They help to build people's cycling confidence on quiet, safer streets, promoting improved public health and reducing air pollution. All this helps to make communities where people want to live.

LTNs are also an essential element of wider plans to promote cycling and walking as they are the most effective way of creating Quietways along key residential routes, such as from suburbs to a town centre, which would otherwise be used heavily by motor traffic.

What are the benefits for people in Oxfordshire?

Benefits of LTNs include reducing traffic speeds and traffic volumes on residential roads, reducing air pollution, making it easier and safer to cycle, making it safer for children to travel and play in the street and making it easier and safer for vulnerable people to cross streets and thereby walk to local facilities.

Another element of LTNs is to create parklets – small pedestrian areas of urban space which can provide greenery, seating and trees and places for residents to meet up and children to play.

Policy 14 – Oxfordshire County Council will support the extension of low traffic neighbourhoods (LTNs), particularly where they support the creation of strategic safe walking and cycling routes.

Policy 15 – Oxfordshire County Council will encourage the use of filtered permeability in new developments to create LTN's and strategic walking and cycling routes.

20-minute neighbourhoods

Healthy place shaping also extends to ensuring there are relevant services within residents' local areas to walk or cycle to. By providing residents with relevant goods and services within a 20 minute walk they are more likely to walk or cycle.

Oxfordshire currently performs poorly in this respect. The Geographical Barriers to Services deprivation domain, considers the accessibility of people to local services. As highlighted by the deprivation map below, many of the rural areas of Oxfordshire suffer disproportionately from this type of deprivation. Overall, 21% of the total population live within areas that are ranked within the worst 10% of areas nationally.

Geographical Barriers to Services (IMD 2019)

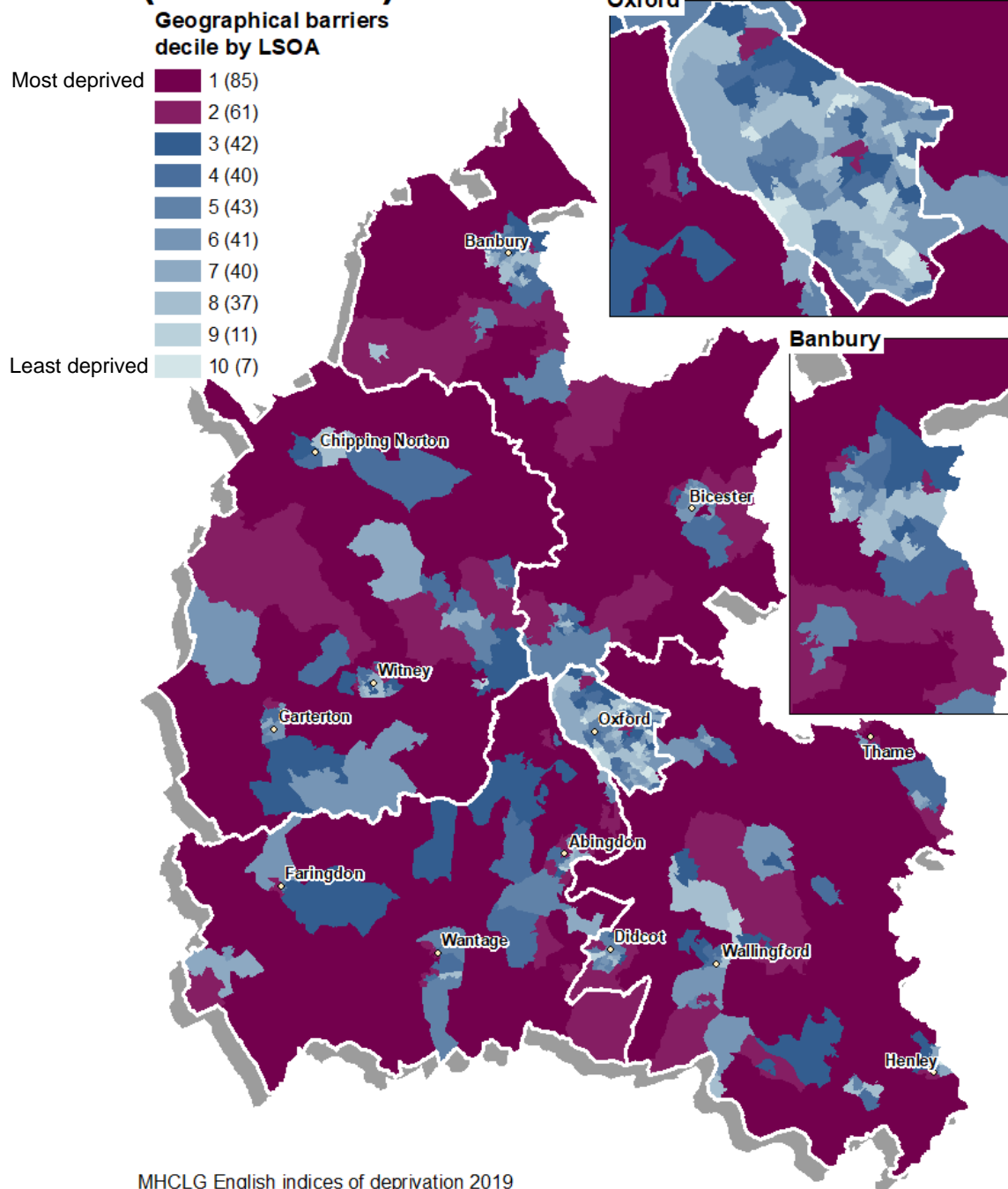


Figure 16 – Deprivation across Oxfordshire: Geographical access to services domain³⁰

³⁰ [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019)

Similarly, we have conducted an initial analysis of the number of food retailers accessible within a 10 minute walk of an area. This analysis is shown below and highlights the scale of the challenge. Outside of Oxford there are currently few towns that offer good access to food retailers by foot. There will be an opportunity to further analyse this work through the area transport strategies.

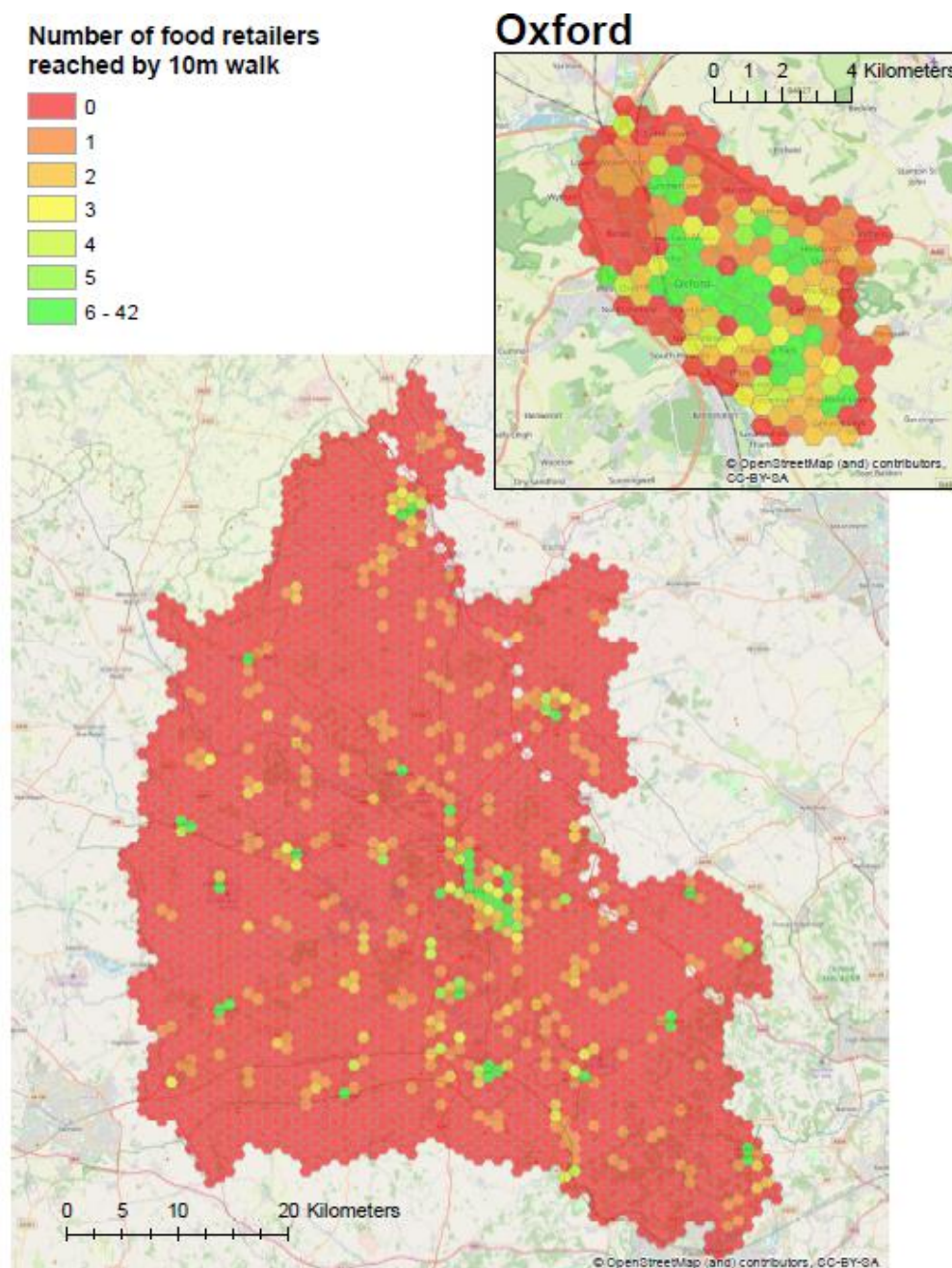


Figure 17 – Number of food retailers reached by a 10 minute walk in Oxfordshire

In order to address these issues and improve access to services within a 20 minute walk we are promoting the 20-minute neighbourhood concept.

The 20-minute neighbourhood is a model of urban development that creates neighbourhoods where daily services can be accessed within a 20 minute walk. The idea originated in Portland, Oregon, was taken up in Melbourne, Australia. It is now

supported by the Royal Town Planning Institute (RTPI) and the Town and County Planning Association (TCPA) in the UK.

The aim of such neighbourhoods is to regenerate urban centres, enhance social cohesion, improve health outcomes and support the move towards zero-carbon targets through increasing walking and cycling.

The following figure in the Plan Melbourne 2017-50³¹ outlines the hallmarks of a 20-minute neighbourhood:



Figure 18 – Summary of 20-minute neighbourhood features³²

From a transport and connectivity perspective, 20-minute neighbourhoods can apply to existing and new settlements, in both rural and urban settings. They need to:

- Be safe, accessible and well connected for people walking and cycling
- Offer high-quality public realm and open spaces
- Provide services and destinations that support local living
- Facilitate access to quality public transport that connects people to jobs and higher-order services
- Deliver housing at densities that make local services and transport viable
- Facilitate thriving local economies

The 20-minute neighbourhood concept is more challenging in rural areas but can be tailored to apply. This can be through developing our market towns as 20-minute

³¹ Victoria State Government: Plan Melbourne 2017-2050

³² Victoria State Government: Plan Melbourne 2017-2050

neighbourhoods or by improving walking and cycling connectivity between small villages so that a range of services are accessible locally and can be shared³³. Measures such as the SATN and Greenways will help us to achieve this.

Why is this policy needed?

The COVID-19 pandemic has highlighted the importance of liveable neighbourhoods as places for social interaction and for accessing goods and services within an easy 20 minute walk. It has also accelerated changes in shopping and working.

The shift to online retail has further undermined the health and prosperity of the traditional High Street. Applying the 20-minute neighbourhood concept to our cities, towns and rural areas would see a better mix of uses, more activities, and a more flexible retail offer which would revitalise our town and city centres.

What are the benefits for people in Oxfordshire?

The 20-minute neighbourhood model can help to create inclusive mobility, enabling those without or unable to afford a car, and those with mobility issues, such as older people, and those with hidden disabilities, such as autism, to access services locally.

Walkable neighbourhoods promote healthy lifestyles, while ensuring community facilities are accessible to people of all ages and abilities. Reducing the need for travel by car will also support the LTCP vision and help to improve air quality.

In this way 20-minute neighbourhoods address some of the drivers of health inequality, with residents who may have felt socially excluded able to access the services that they need in a sustainable way and in a welcoming environment.

Policy 16 – Oxfordshire County Council will work with District and City Councils to seek to ensure that regeneration schemes and new developments support application of the 20-minute neighbourhood model to create walkable, vibrant neighbourhoods.

Policy 17 – Oxfordshire County Council will work with District and City Councils to apply the 20-minute neighbourhood concept in our market towns and rural areas. We will also seek to enable the sharing of facilities in smaller towns and villages by delivering policies to improve walking and cycling connectivity in rural areas.

School Streets

As highlighted in the 20-minute neighbourhood policy, healthy place shaping includes creating environments that improve accessibility for all users. In particular there is a need to consider how streets can better cater for the needs of young, older and disabled residents.

Children are particularly vulnerable and susceptible to the impacts of physical inactivity and air pollution. By encouraging walking and cycling at a young age there is also an opportunity to embed these travel choices.

³³ Town and Country Planning Association – 20 Minute Neighbourhoods

One of the main opportunities for children to walk or cycle is travelling to school. A generation ago, 70% of children walked to school, now it's less than half. This is damaging children's health and congesting our neighbourhoods³⁴. Even in a more active county like Oxfordshire, 41.6% of children don't meet physical activity recommendations³⁵.

The 'school run' significantly increases traffic congestion and exposes children to increased road safety hazards. High volumes of stopping and starting traffic can also result in localised air pollution spikes around school gates. This air pollution has long term health impacts on children and increases incidences of hospitalisation.

In order to address these issues and create a healthier environment for children travelling to school, we are promoting the creation of School Streets. A School Street is a timed road closure that restricts access for motor vehicles at school drop-off and pick-up times. During closure times, roads around the school site will only be open to people walking, cycling, and anyone in a vehicle with a valid exemption.

Case study – Oxfordshire School Streets

In May 2021, we conducted a small number of school street trials as part of our Department for Transport funded active travel programme. The trials included 4 schools in Oxford, 2 in Bicester, 1 in Witney and 1 in Abingdon.

The pilot schemes each ran for six weeks, Monday to Friday, during term-time only. During this time lots of data was collected about the closures, from surveys and air quality data where available.



Figure 19 - Pictures taken during the School Street trials across Oxfordshire³⁶

Data is still coming in from the project, but at the time of writing, 59% of residents and parents said they supported the School Streets and 60% of pupils said they felt the road outside their school felt safer or much safer during the School Street trial. For further information about the trials or for schools interested in taking part in future school streets please visit the School Streets page on the County Council [website](#).

³⁴ <https://www.livingstreets.org.uk/walk-to-school>

³⁵ Sport England, Active Lives Children and Young people Survey 2019/20

³⁶ Sustrans

Why is this policy needed?

A major barrier to parents allowing children to walk or cycle to and from school is the level of traffic and inconsiderate parking outside the school gate. Creating a car-free environment outside school gates will help to:

- Encourage walking and cycling to and from school
- Improve air quality outside the school gate
- Develop children's ability to travel independently
- Improve the perception of road safety outside the school

A school street will not be suitable for every school. Where it is not a suitable option the County council will work with the school to identify other opportunities for increasing walking and cycling.

What are the benefits for people in Oxfordshire?

School Streets aim to create a safe, welcoming and attractive environment where children, parents and teachers can walk, cycle, scoot or park and walk to school with less risk of air pollution and traffic congestion.

Evaluation of earlier school street schemes have shown that motorised traffic not only decreases on the school street where the scheme has been implemented, but also on surrounding streets. This suggests a change in behaviour with people swapping cars for walking and cycling.

Policy 18 – Oxfordshire County Council will ensure that new school locations are designed to school streets standards.

Policy 19 – Oxfordshire County Council will work with existing schools, that express an interest, to develop a programme of walking and cycling measures for travel to and from school, including where appropriate school streets. Priority will be given to more deprived communities in Oxfordshire.

Road safety

Improving road safety remains a fundamental part of our LTCP. There has been a long term downward trend in reported collisions and injuries in the county. It is important that we continue this trend and minimise road danger for all users.

This chapter builds on our healthy place shaping proposals and seeks to minimise road danger. This will be key to achieving our vision and creating places where walking and cycling is the natural first choice.

Road safety

We know that concerns over safety can diminish the quality of life of residents and deter walking and cycling. This has been highlighted in the National Travel Survey where road safety was cited by 24% of respondents as to why they do not cycle more and too much traffic was also cited by 16% of respondents³⁷.

Road safety explainer

In 2019 there were 1389 total road traffic casualties in Oxfordshire, a 9% decrease from 2018 and a 52% decrease since 2005³⁸. Of these casualties, there were 231 killed or seriously injured (KSI) in 2019. There has been a gradual decrease in the number of KSI since 2014, however cycle casualty numbers have seen an upward trend over the last year.

When compared to its statistical neighbours Oxfordshire's performance is ranked somewhere in the middle with regards to total casualties per 1,000 of the population. This figure is similar to that of the overall national picture. Oxfordshire has reduced the number of KSI casualties per 1,000 of the population and is now performing better than many of its statistical neighbours.

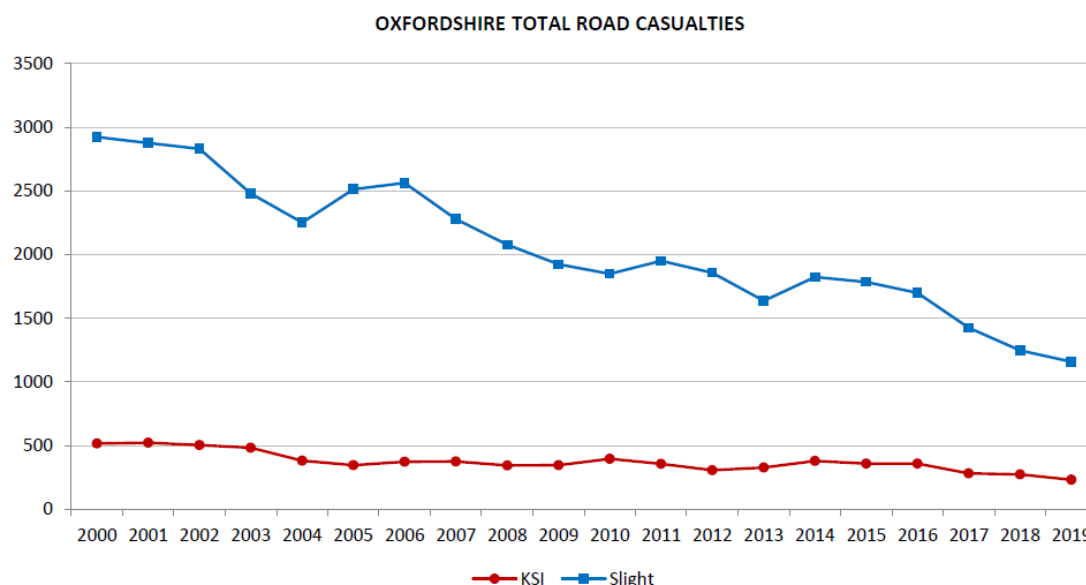


Figure 20 – Oxfordshire total road casualties 2000 - 2019³⁹

³⁷Department for Transport: Walking and Cycling Statistics, England: 2019

³⁸ Oxfordshire County Council Road Traffic Accident Casualty Data Summary 2019

³⁹ Oxfordshire County Council Road Traffic Accident Casualty Data Summary 2019

Applying valuations issued by the Department for Transport (DfT), the value of preventing road traffic collisions on Oxfordshire's road is over £150 million each year. Even this high figure fails to capture the devastating personal consequences of fatal and severe injuries.

There are many other costly consequences of poor road safety. Some of these, such as the often lengthy traffic delays following a collision, directly impact on road users.

Addressing car dominance by prioritising people walking and cycling will be a significant first step in tackling road danger. We will support this by continuing to work on a range of road safety projects.

Why is this policy needed?

Oxfordshire County Council as the Traffic Authority for all roads in the county has a statutory duty to maintain the highway in a safe condition, and also to address road safety problems by carrying out road safety engineering schemes and programmes of road safety education and training, subject to the resources available.

We recognise that many other partners also have major roles in delivering improved safety, including national government, the police, vehicle manufacturers, local communities including parish councils and developers of new residential and commercial premises.

Reflecting these shared roles and responsibilities, the County Council has long been engaged with local partners and recognising the role new technologies will play in further reducing risks, is actively involved in collaborative projects with new partners.

It is also anticipated that powers to enforce moving traffic offences (in addition to the powers to enforce parking controls) will be extended to traffic authorities outside London in the relatively near future.

What are the benefits for people in Oxfordshire?

Reducing risks on our highway network will deliver personal and economic benefits to people and businesses in Oxfordshire and will be key to achieving more walking and cycling, thereby contributing to delivery of our vision.

Policy 20 – Oxfordshire County Council will continue to discharge its statutory duties in respect of road safety and will work with partners and stakeholders to develop and implement measures that reduce the risk of collisions with a particular focus on providing safe and attractive infrastructure for vulnerable road users, including people walking and cycling, of all ages and abilities.

20mph zones

Oxfordshire County Council, as the Highway Authority, is responsible for the setting of all local speed limits across the road network throughout Oxfordshire excluding motorways and trunk roads.

We want to make our built environments safer places to walk and cycle. To enable this to happen 20mph speed limits are being used to help promote alternative modes of transport for local travel. This programme links into the Healthy Streets Approach.

The 20mph Speed limit falls under the Local Speed Limits; 20mph, 40mph and 50mph, which are set by Local Authorities and guided by [DfT Circular 1/13 Setting Local Speed Limits](#)

Reduced vehicle speeds help to tackle the dominance of motor vehicles and makes them less imposing to residents walking and cycling. Reduced vehicle speeds also help to reduce the number of casualties and road danger. 20mph speed limits provide drivers more reaction time and reduce the stopping distance required. A person is five times less likely to be fatally injured if hit at 20mph than at 30pmh⁴⁰.

We are aware that 20mph zones alone will not reduce vehicle speeds. Lower speed limits need to be accompanied by measures to improve compliance such as enforcement, design and education. We will continue to work on the delivery of supporting measures, including the investigation of average speed cameras.

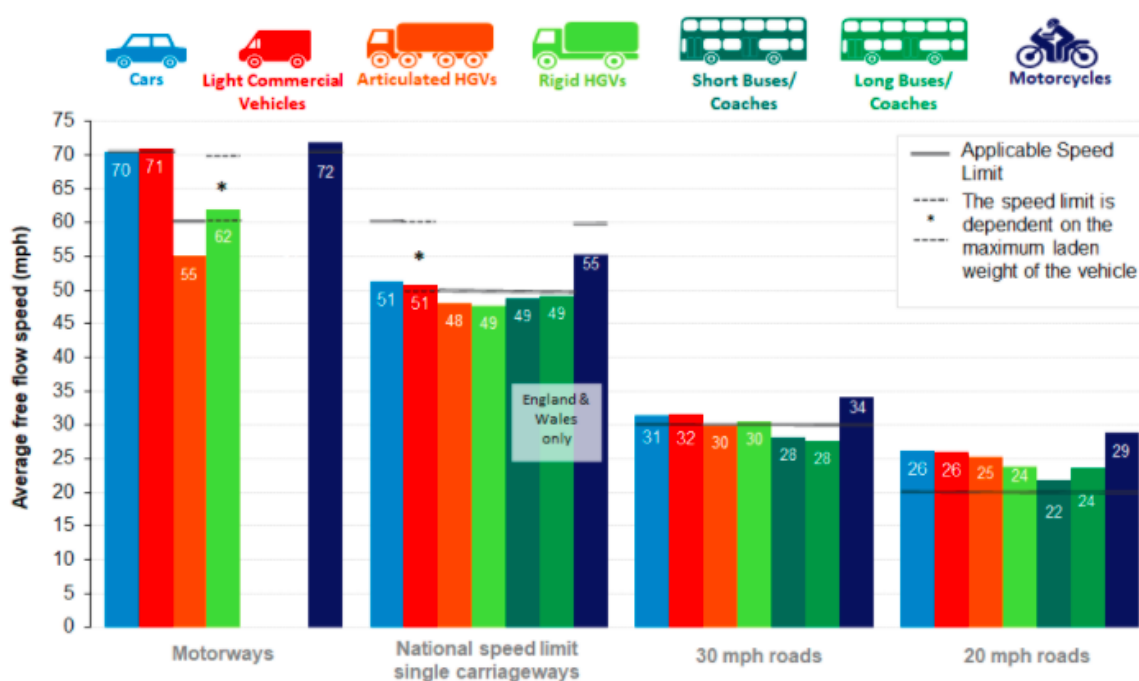


Figure 21 – Average free-flow speeds by vehicle and road type in Great Britain⁴¹

Case study - 20mph trial programme

In 2021 we undertook five 20mph trial sites within Oxfordshire to establish the best methodology for the implementation of a proposed countywide approach. All of the sites amended existing 30mph limits to 20mph limits via a phased approach of initial sign only changes that were supported by further engineered designs to reduce vehicular speeds if required.

⁴⁰ Transport for London: Mayors Transport Strategy 2018

⁴¹<https://www.gov.uk/government/statistics/vehicle-speed-compliance-statistics-for-great-britain-2020/vehicle-speed-compliance-statistics-for-great-britain-2020>

It should be noted that signage and road markings for 20mph speed restrictions are not included within this policy and are covered by Road Markings & Road Studs Procedure and the Traffic Signs Procedure. Furthermore, we do not enforce speed limits, the responsibility of this function lies with Thames Valley Police.

A 20mph speed restriction should be considered holistically as part of a programme to reduce vehicle speeds and improve road safety. The imposition of any new speed restriction, or amendment to existing speed restriction, requires a Traffic Regulation Order to be made.

Why is this policy needed?

The 20mph Approach is required in Oxfordshire if we are to deliver our vision to make active travel, public and shared transport the natural first choice. To achieve this a new approach is needed that reduces the speed of vehicles in areas that meet a set-criteria to reduce the dominance of vehicles, improve the experience of being on streets and making walking and cycling safer.

What are the benefits for people in Oxfordshire?

The 20mph programme will improve streets to encourage walking and cycling. This will contribute to the delivery of our vision and key themes, notably the delivery of a zero-carbon transport network, improved health and wellbeing and the creation of healthy, dynamic communities.

As described elsewhere, encouraging a wide range of people to choose to walk and cycle will help to improve public health, improve air quality and make local areas more relaxing. The 20mph approach will provide wider benefits to wellbeing such as reduced casualty rates and reduced road noise and vibration.

An effective speed limit policy can also contribute significantly to ensuring the efficient working and enforcement of road traffic regulations and the maintenance of effective traffic control.

Policy 21 – Oxfordshire County Council will promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature, environment and location.

Policy 22 – Oxfordshire County Council will permit sign only 20mph schemes to be implemented regardless of the existing speeds travelled.

Policy 23 – Where a new 20mph speed restriction is proposed, the County Council will carry out a consultation with public bodies such as the police, district and parish councils and local residents as per our statutory duties.

Policy 24 – Oxfordshire County Council will continue to work on the delivery of supporting measures to improve speed limit compliance. This includes the investigation of average speed cameras.

Equestrians

As well as traditional road users, Oxfordshire has a high number of horse riders and horse owners who use the roads and PRow network. These equestrian interests contribute to the local economy through spending on livery and associated goods and services.

In 2011 the government endorsed the Strategy for the Horse Industry in England and Wales. Aim 5 of that strategy is increasing access to off-road riding and carriage driving. The aim's strategic objectives are:

- Ensuring a joined up and well-maintained network of equestrian PRow.
- Increasing provision of other off-road equestrian routes and of areas with equestrian open access.
- Continuing safety education for motorists, riders and carriage drivers.
- Ensuring urban and suburban riding and carriage driving are promoted and improved as well as rural riding and carriage driving.

In the years since then, Oxfordshire Rights of Way Improvement Plans and Local Transport Plans have included some consideration of equestrian issues. The government's strategic objectives are still relevant and still require additional action.

Why is this policy needed?

Equestrian interests need to be considered and integrated as part of development planning, transport planning, road safety and road maintenance strategies and work on the ground. This will help to improve safety, minimise risk and improve inclusivity.

Engagement with local equestrian users will also help to identify where limited resources could be best targeted and where opportunities could be gained.

Key points for considering equestrians

The following points will help ensure more safe access to off-road riding and carriage driving and use of roads and public rights of way:

- Development affecting public rights of way that are available for horse riding need to provide safe and convenient routes at all stages.
- Horse or multi-user crossings on carriageways should be planned in from the start or retrofitted, ensuring that they are maintained to be fit for purpose.
- On a case-by-case basis, highway authority powers can be used to provide horse riders with access to cycle paths and grass verges.
- Maintenance for unclassified and unsurfaced roads could be adapted to make use by horses safer.
- Inclusion of equestrians in urban fringe and rural area network assessments can facilitate better connectivity and reduce the need to mix with road traffic.
- Public rights of way maintenance need to be inclusive of horse interests to ensure a safe, pleasant and easy to use network for more people.

Policy 25 – Oxfordshire County Council will consider the needs of equestrian users in roads and highways strategies and planning as well as operations. Oxfordshire County Council will continue to embed Aim 5 of the Strategy for the Horse Industry in England and Wales into relevant guidance and decision-making processes in order to improve safety, network connectivity and network quality for equestrians

Public transport

Encouraging an increased number of public transport trips will also be an essential part of delivering our vision. Increased public transport use will help to reduce the number of private vehicle trips and deliver air quality improvements.

We view the different modes of walking, cycling and public transport, as part of one connected system rather than as competing modes. By viewing these modes as a connected system there is an opportunity to enable multi-modal journeys and improve connectivity across the county. Ultimately, public transport needs to be combined with walking and cycling to provide a viable alternative to the private car.

Walking, cycling and public transport are more space efficient than private cars. For example, buses can carry up to 120 people. There is the potential for more trips to be taken by bus and train in Oxfordshire which would reduce the number of vehicles on the county's roads. Reduced vehicle traffic will help us to reallocate street space for walking and cycling and make Oxfordshire's streets more welcoming places.

For both rail and bus, we will seek to understand and address the impacts of the COVID-19 pandemic as more data becomes available. However, we believe that public transport will remain an important aspect of Oxfordshire's transport system.

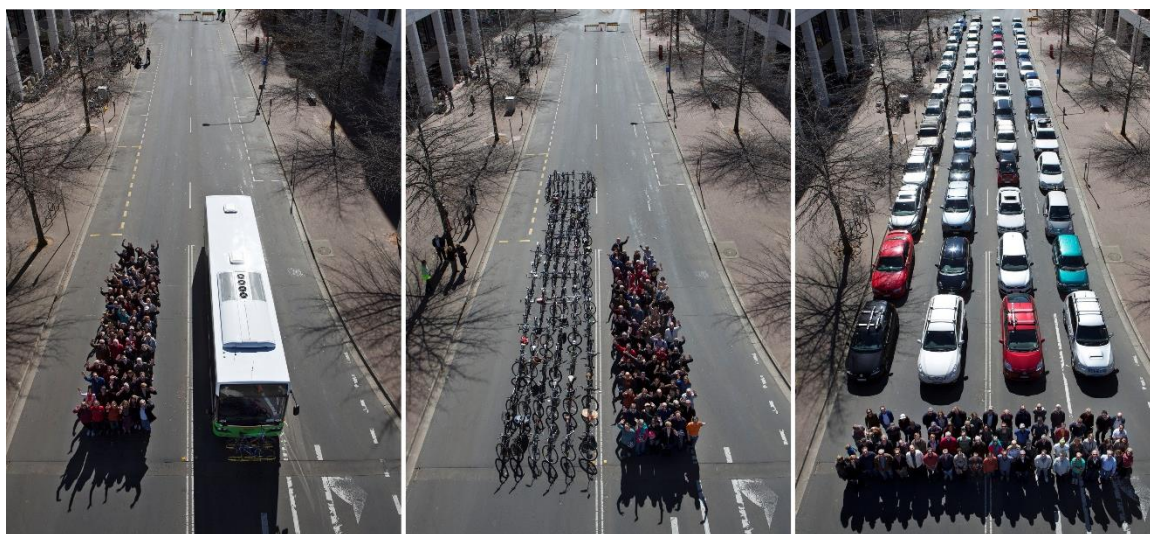


Figure 22 – Street space required to accommodate 60 people by bus, bicycle and car⁴²

Whilst we view public transport as one connected system, we have presented our policies by individual mode for simplicity. It is through a combination of these measures that we will increase public transport use in the county.

Bus strategy

Buses are the main mode of public transport in England, and Oxfordshire is no exception. The county has historically been amongst the best performing areas in relation to bus use. In 2019 a total of 40.8 million bus journeys were made with 59.0

⁴² www.cyclingpromotion.com.au

journeys per head of population, making Oxfordshire the best performing shire county in terms of bus use per capita.

This high level of bus use has resulted in a relatively stable and comprehensive urban and inter-urban bus network. Prior to the COVID-19 pandemic, an attractive bus travel offer has been maintained on a largely commercial basis with some targeted enhancements arising from development schemes.

The Council has worked closely with its bus operator partners in recent years. Such partnership working will be increasingly important in the future as local authorities and providers work collaboratively to meet the ambitions of the Government's National Bus Strategy.



Figure 23 – Bus in Oxford city centre

However, despite an overall increase in bus usage in Oxfordshire since 2009, there has been a declining trend in recent years. The total number of passengers decreased by 6% between 2013/14⁴³ and the beginning of 2020, in line with the national trend. Similarly, the number of journeys per head of the population declined by 9% during the same period.

We also recognise that the cost of public transport fares is an issue and barrier to use for some residents. Affordable fares are essential to encourage increased use of public transport and create a fully inclusive public transport system.

In order to set an overarching approach and address these trends, a high level policy is required to establish our priorities. This will be built on by a supporting Bus Strategy in 2022. Further detail about our work in the short term can be found in our Bus Service Improvement Plan.

⁴³ Department for Transport: Annual Bus Statistics: England 2019/20

Why is this policy needed?

Effective and efficient bus networks are vital for the financial, environmental and social health of Oxfordshire's communities. They are crucial to delivering the outcomes associated with the five key themes of the LTCP.

The National Bus Strategy has placed new requirements on local authorities to enter into formal partnership arrangements with bus operators and to set out an ambitious plan for the improvement of bus services and infrastructure in the short to medium term. These proposals have been taken forward alongside development of the LTCP in order to ensure a coherent approach.

This policy will set a high-level statement of intent which is underpinned by the new partnership. This will develop over time as measures are achieved and more ambitious targets set.

What are the benefits for people in Oxfordshire?

A significant proportion of residents do not have access to a car, particularly in Oxford and Banbury. It is therefore essential to ensure that attractive and relevant bus services can be provided to avoid locking people out of employment, education, leisure, cultural or social opportunities. Other benefits include:

- There are quantified health benefits to using the bus.
- Buses represent good value for money compared to car running costs.
- Buses help tackle loneliness and social isolation, keeping people in touch with their friends and families.
- Access to employment and education opportunities are significantly improved, especially for younger people.
- Lower car use helps to tackle congestion and results in better air quality.

Policy 26 – Oxfordshire County Council will:

- a. Work in partnership with bus operators, District and City councils to maintain a commercially sustainable and comprehensive network of services which meets the needs of local residents.
- b. Explore opportunities to accelerate the transition to a zero-emission bus fleet.
- c. Seek to make the bus a natural first choice through development of infrastructure measures which give priority over the private car.
- d. Set challenging targets for improving bus use, customer satisfaction and bus journey times and review them regularly.
- e. Ensure that all new strategic development is designed for bus access and provides suitable funding for high quality services and infrastructure.
- f. Work with operators to improve the provision of bus information and multi-operator ticket schemes.
- g. Work with operators to explore measures to improve affordability.
- h. Support community transport to address unmet local transport needs (further information in community transport policy).

Community transport

As part of the LTCP, it is also important to consider how we address unmet local transport needs. In order to support residents and create a fully integrated transport system, there still needs to be local connectivity where there are gaps in public transport services.

In Oxfordshire, community transport helps to provide local connectivity solutions. Community transport is part of the voluntary sector and plays a key role in filling gaps in service where public transport is not available. It can provide a lifeline in both rural and urban areas offering safe, accessible, cost-effective, flexible transport run by the community for the community.

There are many types of community transport including car clubs, community minibuses and dial-a-ride. Innovations such as Connected and Autonomous Vehicles have the potential to transform these services in the future.

Community transport can help those unable to use conventional bus services providing door to door services such as dial-a-ride. Some local community transport operations have minibuses available for community groups to use, while others provide registered local bus services that are open for all to use.

Why is this policy needed?

For some rural areas it is not sustainable to provide a bus service both in terms of demand and financial cost. Alternatives therefore need to be considered. Local communities can work together to set up their own operation, or work with an existing operator. Community Transport can offer transport to those that cannot access normal buses or trains particularly the elderly and less mobile.

What are the benefits for people in Oxfordshire?

Community transport can help remove isolation in communities by enabling residents to access services and keeping their independence. It will also contribute to delivery of our broader goals such as improved connectivity and creation of an integrated transport system.

Policy 27 – Oxfordshire County Council will:

- a. Work with local communities in the development of any new community transport schemes (including expanding existing schemes).
- b. Work with transport operators (public buses, community transport and rail) to encourage co-ordinated transport solutions.
- c. Work with community transport operators (bus and car schemes) to ensure vehicles used contribute to the Council's aims for carbon reduction.

Park and ride

Park and Ride (P&R) is another integral part of Oxfordshire's public transport network. P&R has been a part of Oxford's transport strategy for almost 50 years and is the longest-standing and one of the most successful schemes in the UK.

There are currently 5 sites with over 5,000 spaces around Oxford as well as a site at Bicester and a new site currently being progressed at Eynsham. Of the Oxford P&R sites, Oxford City Council are responsible for operating Redbridge, Seacourt and

Pear Tree with the County Council responsible for operating Oxford Parkway and Thornhill.

LTP4 proposed 5 new remote P&R sites to intercept traffic further out of Oxford, improve connectivity and enable a switch to bus earlier in the journey. This was considered necessary due to delays which occur on all approaches to the ring road.

5 new sites were proposed at Eynsham (A40), Cumnor (A420), London Oxford Airport (A44), Sandford (A4074) and Lodge Hill (A34 near Abingdon). Some expansion of the existing sites at Oxford Parkway and Thornhill was also proposed in order to accommodate future growth. Since then, a significant expansion has been constructed and opened at the existing Seacourt site.

The new proposed P&R sites were closely linked to the concept of developing a rapid transit network for Oxford. Three rapid transit lines were identified, linking a network of new P&R sites with the major employment and housing growth areas of Oxford city centre, North Oxford and Oxford's Eastern Arc.

Case study – Eynsham Park and Ride

Work is currently progressing to deliver the Eynsham P&R identified in LTP4. The 850 space P&R is located on the A40 eastbound and will cost approximately £51.2 million. It is anticipated that construction will be complete in late summer 2024.

The P&R will help improve congestion on the A40 and provide regular and reliable public transport services into Oxford. A new roundabout will make the P&R easy to access from either direction on the A40.

The P&R site is planned to operate as a multi-modal hub linking other travel modes with buses. Users will benefit from 24-hour security, dedicated cycle storage, public toilets and parking/charging bays for electric vehicles. New and upgraded bus and cycle lanes on the A40 will also make the journey into the city quicker.



Figure 24 – Eynsham park and ride plan

LTCP approach to Park and Ride

We will continue to support the provision of P&R and recognise its importance as part of an integrated countywide transport network. However, due to the changing policy context and changes to broader areas such as the impacts of COVID-19 on travel, there is a need to reconsider our approach to P&R.

In the short term, LTP4 proposals will guide ongoing work on a case by case basis. This includes progressing work on potential outer P&R sites and continuing to develop our bus rapid transit proposals, subject to development of business cases and consideration of any impacts on existing P&R sites or bus services more widely.

Beyond this, further work is required to establish an updated strategy, and a Stakeholder working group has been set up to oversee this. This is because:

- We need to review our overall strategic approach to P&R and how it contributes to Climate Action and decarbonisation.
- P&R needs to be considered as part of a wider approach to integrating transport modes and ensuring easy and sustainable access to the bus network, including development of Mobility Hubs.
- COVID-19 has significantly impacted on the use of P&R and there is a need to gather further data about this. This approach will ensure decisions are future-proofed and best respond to the needs of users.
- There is a need to fundamentally review the P&R operating model, including charging, ticketing and its positioning as part of the overall transport network.

As part of this review, we will also consider new approaches to P&R such as smaller, 'pocket', P&R sites / mobility hubs, and potential ways to enhance existing sites such as freight consolidation or electric vehicle charging facilities.

This more detailed review will inform the development of 'Part 2' of the LTCP such as informing the development of the area and corridor transport strategies.

Policy 28 – Oxfordshire County Council will continue to support the development of Park and Ride and bus rapid transit in the county, on a case by case basis and subject to careful consideration.

Policy 29 – Oxfordshire County Council will work with partners and Stakeholders on a more detailed review of Park and Ride in order to establish an updated strategy that accounts for the impacts of COVID-19 and considers potential new approaches.

Rail strategy

Oxfordshire occupies a pivotal point in the UK rail network, with rail lines heading north, south, east and west passing through the county. The railway is a national network but a vital local asset helping to transport both people and goods.

The rail network is also a vital component in supporting Oxfordshire's economic development by linking key locations in the Oxfordshire Knowledge Spine both with each other, with key regional destinations in the OxCam Arc and EEH areas and with the rest of the United Kingdom.

Rail also has a critical role in supporting planned housing and employment growth and there are significant opportunities to develop and enhance the rail network in Oxfordshire.

Improvements to the county's rail network will also help to increase capacity for rail freight. An increased amount of rail freight will tackle many of the issues associated with freight movement. Further detail about this can be found in the accompanying Freight and Logistics Strategy.

Rail usage explainer

Rail usage has been consistently increasing in the county since 1997. There were 21.7 million entries and exits to Oxfordshire rail stations in 2019-2020⁴⁴. This is a 197% increase since 1997 and a 26% increase since 2015-16.

In order to identify these opportunities to enhance rail usage in Oxfordshire, the [Oxfordshire Rail Corridor Study](#) (ORCS) was conducted in 2020-21. The study was funded and progressed as a partnership between the Department for Transport, local stakeholders and the rail industry.

The study identified the need for a 70% increase in services as well as improved calling patterns and service coverage by 2028. Key proposals from the study are:

- The majority of passenger services are extended through, rather than terminating at, Oxford station.
- Provision of new direct services to Bristol and Swindon.
- Strengthening of connections with Birmingham, Worcester, and the South Coast to support Oxfordshire's economic growth.

The Oxford Phase 2 works have been identified as the critical next step to delivering the 2024 ambitions. A portfolio of interventions is required to deliver the 2028 ambitions, some of which can be associated with individual service enhancements, but the majority represent a comprehensive system upgrade between Oxford North Junction and Didcot.

Further examination of capacity improvements in the Oxford area is currently being progressed as part of the Oxfordshire Connect project. We plan to use these projects to guide our approach to rail in Oxfordshire. We will also build on these studies and use them as the basis for updating our overall rail strategy.

We will publish a separate rail strategy in 2022, as 'part 2' of the LTCP. This will build on the ORCS and Oxfordshire Connect projects and identify potential future rail projects, feasibility studies and opportunities across Oxfordshire. It will also take into account:

- Decisions on rail priorities and funding set out in this autumn's Government spending review.
- National rail policy direction on decarbonisation, operating models and funding (in the context of a still-uncertain world for post COVID-19 rail travel).

⁴⁴ Office of rail and road: Time series of passenger entries and exits by station

- Local priorities and opportunities as part of our area and corridor transport strategies also being developed in LTCP 'part 2'.

Why is this policy needed?

Developing a detailed rail strategy is important to establish clear priorities and guide future development of the network. Rail is a genuine alternative to roads for strategic longer distance and local trips. With further targeted work, Oxfordshire can become a welcoming crossroads for rail services across the country.

What are the benefits for people in Oxfordshire?

Implementation of the rail strategy will help to improve capacity and connectivity between our major employment hubs, providing a step change in rail travel options. These improvements will encourage rail use by making services more attractive and increasing access to them.

Increased rail use will reduce the number of private vehicle journeys, contributing to delivery of our vision and delivering the associated benefits. Improving rail connectivity will also increase access to jobs, education and training. It can therefore help to tackle inequality in the county and improve opportunities for local people.

Policy 30 – Oxfordshire County Council will use the Oxfordshire Rail Corridor Study and Oxfordshire Connect projects to guide our approach to rail and priorities for rail investment in Oxfordshire. We will publish a separate rail strategy in 2022 that builds on these projects and identifies potential future rail projects and opportunities across and through Oxfordshire.

Air travel and connectivity

As part of the LTCP we also support improved public transport access to air travel services which are key regional destinations. Oxfordshire is an attractive location because of its journey time from international gateways. Improving connectivity to these gateways is therefore essential in maintaining Oxfordshire's international competitiveness and supporting the county as a popular tourist destination.

Oxfordshire is also home to air travel assets, which are a part of the wider transport infrastructure. RAF Brize Norton is the primary airport for the UK military and London Oxford Airport is located to the north of Kidlington. Whilst we cannot directly influence air travel, we will continue to support these assets, seek to improve access to them and monitor future opportunities.

Why is this policy needed?

The existing transport links to Heathrow airport play a vital role in maintaining and enhancing international connectivity for passengers and freight. However, road links to Heathrow airport are used by a high volume of through traffic which can result in long delays to journeys. Improving public transport links to Heathrow, notably by rail, will therefore have a key role to play in maintaining the county's international connectivity, whilst supporting a shift to more sustainable transport.

Reliable and easy links to Gatwick Airport, Birmingham Airport, Stansted Airport and Luton Airport are also important. We will continue to seek improved public transport connectivity to these airports.

Working with partners we will support the growth of London Oxford Airport. It will be important that we seek to improve sustainable transport access as part of this to minimise impacts on the road network.

There may also be opportunities in the future for London Oxford Airport, or other smaller aerodromes, to support unmanned aerial vehicles (UAV) or electric vertical take-off and landing (eVTOL) taxis which we will monitor and explore as appropriate.

What are the benefits for people in Oxfordshire?

Improving access to airports by more sustainable transport means will help to move people and goods more efficiently. This will support Oxfordshire's economy and ensure the county remains an attractive destination.

Improved public transport access to airports will also increase the range of transport options available to residents and tourists. This will help to tackle road congestion issues and improve air quality.

Policy 31 – Oxfordshire County Council will support the development of public transport improvements to air travel services in order to support the county's economy and residents, whilst minimising the environmental impact of journeys.

Policy 32 – Oxfordshire County Council will seek to support the county's air travel assets and improve sustainable transport access to these. We will also monitor and explore opportunities for these sites to support unmanned aerial vehicles (UAVs) and electric vertical take-off and landing taxis (eVTOLs) as appropriate.

Multi-modal travel

Having outlined our plans for the individual public transport modes, it is important to bring the thinking back to how these modes are integrated. Ultimately, if we are to increase the use of public transport, journeys need to be easy and attractive. Enabling viable multi-modal journeys is a key part of this.

Multi-modal travel (or multi-modality) refers to the combination of different modes of transportation in the course of a journey. This can include private motorised vehicles, public transport, walking and cycling.

Multi-modal travel underpins our thinking about the various modes of public transport forming one connected system and recognises that these modes are not mutually exclusive and, in many cases, support one another.

For example, public transport usage also supports walking and cycling. Walking is often a critical stage in enabling a longer journey, such as walking to the bus stop or train station⁴⁵. Cycling to train stations has already experienced a major growth and needs further development and encouragement. Residents using public transport are therefore more likely to walk or cycle which will help to improve their health.

⁴⁵ Government Office for Science, Walking in the UK transport system: how and why is it changing?, 2018

Multi-modal journeys require thinking about infrastructure and service times in a coordinated way. Adequate cycle and motorcycle parking at train stations, synchronised departure times between trains and buses or combined ticketing are all examples of factors that affect the convenience of multi-modal options.

Because most trips already include a combination of different modes of travel, and because of the possibilities of achieving sustainable travel behaviour in an integrated transport network, multi-modality will be a key approach in delivering the LTCP.

Multi-modal journeys may be made easier in the future by the development of Mobility as a Service (MaaS). MaaS is the integration of various forms of transport services into a single mobility service accessible on demand⁴⁶. Therefore, people may be able to plan, book and pay for all stages of their journey via one app. MaaS is an emerging service that we will continue to monitor and explore with partners.

Why is this policy needed?

In the absence of good multi-modal provision, car journeys tend to be the easiest and quickest option. This policy aims to break down any physical barriers to providing a seamless travel experience.

It is essential to improve the integration between different sustainable transport modes to increase available options, reduce journey times and provide residents attractive alternatives to the private car.

What are the benefits to people in Oxfordshire?

Improved transport integration has a direct benefit for all people and businesses in terms of increasing travel options, improving journey times and making it easier to travel by sustainable modes. It will particularly help those unable to access or use a car, helping to tackle inequalities and accessibility issues.

By encouraging more usage of public transport, walking and cycling, multi-modality will also benefit the whole of the county in terms of climate change mitigation, air pollution, physical and mental health, improved traffic management for all road users, the local economy and the built environment.

Policy 33 – Oxfordshire County Council will consider multi-modal travel as a central option for transport planning and will aim to achieve a greater integration of its transport system. We will seek to improve physical access and interchange facilities as well as continuing to monitor and explore opportunities for MaaS with partners.

Policy 34 – Oxfordshire County Council will undertake assessments of the facilities for people walking and cycling at stops and stations on our core public transport corridors, so that we can identify opportunities for improvements in more detail.

Policy 35 – Oxfordshire County Council will work with stakeholders, including the rail and bus industry, to improve access to railway stations on foot, by cycle and bus.

⁴⁶ <https://maas-alliance.eu/homepage/what-is-maas/>

Mobility hubs

Interchange is a key aspect of the multi-modal travel experience. Seamless, easy and attractive interchange between sustainable modes is key to encouraging their use. Building on our multi-modal travel policy, we believe there are opportunities to consider new approaches to multi-modal interchanges. We are focusing on the mobility hub concept as a way to create and improve existing transport interchanges.

The term mobility hub refers to a recognisable place where there is a range of different shared and public transport modes. Mobility hubs also include additional facilities and information features to both attract and benefit the traveller⁴⁷. For example, mobility hubs may combine shared bikes, shared cars, package delivery lockers and a bus stop in one location.

Mobility hubs can be developed in a range of contexts. There is not one solution for all areas, instead mobility hubs are developed for a specific location. In Oxfordshire, this could range from rural hubs to better connect communities to public transport through to strategic interchanges at existing park and ride sites, railway stations or highway service stations.



Figure 25 – Example of mobility hubs in a suburb of Bremen⁴⁸ (left) and central Vienna⁴⁹ (right)

Why is this policy needed?

Mobility hubs will help to encourage walking, cycling, public and shared transport by linking up the existing active travel and public transport routes, creating a comprehensive transport network.

They also support several other policy areas and help to integrate them into an effective countywide transport network. For example, mobility hubs can support 20-minute neighbourhoods by locating other services at or near hubs.

⁴⁷ CoMoUK mobility hubs guidance

⁴⁸ https://commons.wikimedia.org/wiki/File:Mobil.punkt_in_Bremen.jpg

⁴⁹ <https://www.bildstrecke.at/picture.php?/22964>

Locating more services in one location will reduce journeys in terms of both frequency and length. Designing integration of mobility hubs into new development will also help ensure uptake of more sustainable travel choices by new occupants.

What are the benefits for people in Oxfordshire?

Mobility hubs will help to improve everyday lives by providing more travel choices and making it easier to switch between modes. Due to the adaptability of mobility hubs, they can be applied across the county to improve rural residents' transport options. This will help to tackle rural isolation and accessibility issues.

Mobility hubs will create well designed interchanges that are people-friendly environments. This will help to improve accessibility and ensure all users feel safe and welcome when travelling.

Furthermore, mobility hubs will help to reduce reliance on the private car by providing more options to use active or shared transport. This will deliver benefits such as reduced congestion and improved air quality.

Policy 36 – Oxfordshire County Council will support the development of mobility hubs in a range of locations and sizes in order to improve interchange opportunities, connectivity and accessibility. When developing plans for any new mobility hubs, the following matters will need to be carefully considered:

- a. The character and needs of the local area.
- b. The proximity of proposals to strategic rail, bus and active travel networks.
- c. The potential to achieve more walking and cycling.
- d. The ability to develop and improve existing assets or facilities such as stations, bus stopping areas or Park and Rides.
- e. The potential to tie in with high quality digital and renewable energy networks.
- f. The opportunity to provide complementary facilities and services such as flexible workspaces, shops and refreshment options.

Policy 37 – Oxfordshire County Council will encourage developers to design mobility hubs into development where appropriate.

Digital connectivity

Alongside more walking, cycling, public and shared transport use, reducing the need to travel will play an important role in tackling private vehicle use and the associated negative impacts.

Reducing the need to travel will be delivered in two primary ways. The first is through planning the location of services within walking distance of residents. The LTCP includes policies which address reducing the need to travel in this way such as the policy to support creation of 20-minute neighbourhoods.

The other way the need to travel can be reduced is by improving digital connectivity. Digital connectivity is the collective term for full fibre broadband connectivity, 4G and 5G mobile data connectivity. It also covers potential next generation technology such as 6G mobile data connectivity.

Digital connectivity can help to reduce the need to travel by providing residents with the ability to work, shop and access services such as GP appointments from home. In doing so we can reduce the number of trips made by car, improving air quality and creating more welcoming places for people to walk and cycle.

When travel is required, digital connectivity is important for supporting Connected and Autonomous Vehicles (CAV) which need 5G connectivity to safely navigate our highways. It also improves the journey experience for travellers using mobile phones for navigation, real time journey information or booking tickets.

Digital connectivity explainer

Oxfordshire currently has good levels of superfast broadband connectivity. Between 2014 and 2021 the Better Broadband for Oxfordshire programme has increased superfast broadband availability from 69% to 98% of premises across the county⁵⁰.

In January 2020, approximately 10% of premises in the county had full fibre connectivity which is double the national average⁵¹. However, this is significantly lower than many of the region's global competitors.

The digital infrastructure program aims to achieve 99% superfast coverage and 16% full-fibre coverage by the end of 2021.

Internet of Things

Increasing digital connectivity is creating a connected world where device-to-device connectivity is to become a standard. This is helping to create the Internet of Things (IoT). The IoT refers to a system of interrelated, internet-connected objects that are able to collect and transfer data over a wireless network without human intervention⁵².

⁵⁰ <https://digitalinfrastructureoxfordshire.co.uk/progress-so-far>

⁵¹ Oxfordshire Digital Infrastructure Strategy and Delivery Plan

⁵² <https://www.aeris.com/en/what-is-iiot/>

Digital infrastructure

Delivering good digital infrastructure is important to support our aspirations for reducing unnecessary private vehicle use. Improving digital connectivity is a key part of reducing the need to travel in Oxfordshire.

Why is this policy needed?

Full fibre will see older cables replaced with fibre optic cabling. This is considered the highest standard for internet connections as it is fast, reliable and futureproofed. This infrastructure will be able to cope with growing demands and will not need to be replaced or upgraded for at least 20 to 30 years.

There are many drivers increasing demand for ever-faster connectivity, orientated around three key areas: the move to cloud storage and applications, the growing requirement of employees to be able to work from home and the huge growth in video-on-demand content.

In tandem, the convergence of the Internet of Things and Artificial Intelligence, both enabled by fibre connectivity, is transforming service delivery and business models, creating what is increasingly understood as the 4th Industrial Revolution.

Full fibre connections are now considered as basic a requirement for new homes along with other utilities such as water and electricity. High quality internet connections are fundamental to reducing the need to travel, particularly for businesses and increasingly for home-based employees.

What are the benefits for people in Oxfordshire?

Full fibre infrastructure built into the fabric of homes, offices, highways, signage, street furniture, public buildings and medical facilities can connect, integrate and enable many applications.

This will provide an important contribution to achieving our vision, creating healthy places and supporting the economy in an environmentally friendly manner. Key benefits to people in Oxfordshire will include:

- Increased ability to work from home, reducing the need for commuting and transport costs
- Real-time integrated public transport information
- Traffic sensors to capture data leading to safer and more efficient journeys
- Attracting high tech businesses to the area by facilitating good connectivity
- Facilitation of a Living Labs environment to trial new technology

Policy 38 – Oxfordshire County Council will promote fibre broadband connectivity for all new residential or business developments.

Policy 39 – Oxfordshire County Council will support delivery of District Council policies on fibre broadband provision as set out in relevant Local Plans.

Policy 40 – Oxfordshire County Council requires all civil engineering partners to ensure appropriate ducting for the use of fibre cabling, and that it is designed and laid during the construction of new, or during major upgrading schemes to existing, roads, footpaths or cycleways as appropriate.

5G

Developments with very high-speed mobile broadband (under the banner of 5G), also help to create a connected world. Improved mobile connectivity is an important consideration for reducing the need to travel, supporting emerging transport technologies and improving operation of the transport network.

5G is the new generation of wireless technology. It follows previous generations of mobile technology such as 3G and 4G. 5G is much faster than previous generations of wireless technology and also offers greater capacity, allowing thousands of devices in a small area to be connected at the same time⁵³.

This technology cannot be separated from the full-fibre subject. 5G depends on traditional mast-mounted equipment and also small cell deployment. Small cell technology is dependent on mobile transmitters, most of which require a fibre connection.

Why is this policy needed?

Oxfordshire County Council wants to develop 5G IoT applications across the county which will help provide practical improvements to the lives of our residents and enhance economic growth whilst assisting with delivery of the LTCP vision.

As 5G rollout across the county will take some years to achieve full coverage and there are still “not spots” of 4G coverage in some locations, it is also important that existing 4G services are improved and supported via the roll out of the Shared Rural Network initiative from central government and network operators.

What are the benefits for people in Oxfordshire?

The roll out of 5G across the county will help to support the deployment of Connected and Autonomous Vehicles (CAV) and the associated benefits. It will also enable more environmentally sustainable street lighting to be deployed.

A key benefit of 5G will be the ability to develop 5G IoT applications. These connected devices will enable new ways of monitoring traffic, air quality and other environmental factors. This will improve our management of the transport network, making everyday journeys more efficient and tackling areas of high air pollution.

The deployment of 5G and 5G IoT applications will also deliver non-transport benefits to people in Oxfordshire such as enabling remote health and social care capabilities, improving tourist attractions and supporting virtual reality applications.

Policy 41 – Oxfordshire County Council will work with district councils to promote proposals for the upgrading of existing or siting of new mobile infrastructure to provide faster, more reliable and more comprehensive coverage of both 4G and 5G mobile communications.

Policy 42 – Oxfordshire County Council will encourage new developments to integrate and support 5G infrastructure, in line with the Innovation Framework.

⁵³ <https://www.ofcom.org.uk/phones-telecoms-and-internet/advice-for-consumers/advice/what-is-5g>

Remote working

As discussed, improving digital connectivity to support remote working will help to achieve our vision for transport in Oxfordshire. Remote working reduces the need for residents to travel and so reduces the number of private vehicle trips, particularly at peak times. This will contribute to delivery of zero-carbon aspirations, improve air quality and free up road space for walking and cycling.

We have seen the rapid growth of flexible and remote working in recent years. This has been accelerated by the COVID-19 pandemic which demonstrated the capability for many people to work from home or local hubs.

We will continue to monitor the trends related to remote working; however, we expect that there will continue to be a growth in the proportion of people working remotely compared to pre-pandemic levels.

Why is this policy needed?

This policy seeks to capitalise on the improvements to digital connectivity and encourages remote working in order to reduce the need to travel.

We will continue to recognise the value of travelling and emphasise that it is important for those working at home to reach physical activity recommendations. Through a combination of other policies, we hope that increasingly, residents will choose to walk and cycle for other everyday journeys.

What are the benefits for people in Oxfordshire?

Reducing the number of car journeys will improve air quality and create more relaxing and welcoming streets. It will also help to improve road safety and free up road space for walking and cycling.

Remote working may also reduce the need for car ownership, which helps to free up space for other uses like green and communal space and will allow current parking to be repurposed as it becomes less needed.

Increased remote working will help to tackle congestion by reducing both the number of trips and the length of trips made. Work conducted on behalf of England's Economic Heartland predicts that if people who used to commute by car continue to work from home for two days per week, between 10% to 12% of peak hour traffic would be removed⁵⁴. This will improve journey times and further help to create attractive neighbourhoods. Flexible working patterns may also help to spread travel demand peaks, helping to manage the impacts of proposed growth on the transport network.

Policy 43 – Oxfordshire County Council will work with stakeholders to ensure high quality internet connectivity and other necessary facilities are provided to all residents in order to reduce the need to travel and support remote working.

⁵⁴ England's Economic Heartland: WFH Propensity & Capacity Release Model (2021)

Environment, carbon and air quality

Reducing carbon emissions and improving air and environmental quality across the county are essential for the health of Oxfordshire residents. It will also help to protect our rich and varied natural and historic environment.

As part of the LTCP we have set the target to deliver a zero-carbon Oxfordshire transport network by 2040. In order to contribute towards this target, it is firstly important for us as an organisation to consider how we can contribute to reducing emissions.

A key way in which we can do this is by considering embodied carbon in our decision making processes.

Embodied carbon

Embodied carbon is the carbon footprint of a material⁵⁵. It includes considering all of the CO₂ emissions related to the manufacturing, transporting, maintenance and disposal of the material.

Embodied carbon is particularly relevant to the delivery of transport infrastructure schemes. All of the decisions we make as part of transport infrastructure schemes can have an impact of reducing carbon.

Therefore, we will include consideration of embodied carbon as a requirement in future transport projects. This will ensure the carbon implications of a decision are assessed and will help us to make decisions that seek to manage and minimise carbon emissions.

Why is this policy needed?

In order to deliver a zero-carbon Oxfordshire transport system, it is important for us to lead the way and consider how we can go about our work in a way that reduces emissions.

Embedding an assessment of embodied carbon to future transport schemes is a key way we can do this and will ensure that all our decisions contribute towards reducing carbon emissions.

What are the benefits for people in Oxfordshire?

Reducing the carbon emissions from our transport schemes will contribute to our ambitions for zero-carbon transport network and reduce our contribution to climate change. It will also help to improve air quality, improve public health and create healthier places.

Policy 44 – Oxfordshire County Council will assess, manage and minimise embodied and operational carbon in transport infrastructure projects. We will work with contractors to source local and recycled materials, use less carbon-intensive methods, and generate less waste.

⁵⁵ Circular ecology

Clean Air and Zero Emission Zones

In Oxfordshire transport is responsible for producing approximately 36% of all emissions in the county⁵⁶. This is a larger proportion of greenhouse gas emissions than the national average of 27%⁵⁷.

Total CO₂ emissions in the county have declined by 27% since 2008, despite a 7.6% population increase over the same period. However, transport emissions have only declined 1.9% across the same time period.

Air pollution explainer

Air pollution is a mix of particles and gases of both natural and human origin. The main components of urban air pollution are particulate matter (PM) and nitrogen dioxide (NO₂). Road transport is the largest source of NO₂ and fourth largest source of PM⁵⁸. Currently, there is no clear evidence of a safe level of exposure.

Poor air quality is the largest environmental risk to public health in the UK. Long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced health, wellbeing and life expectancy⁵⁹.

Short-term exposure to elevated levels of air pollution can also cause a range of health impacts, including effects on lung function, exacerbation of asthma and increases in respiratory and cardiovascular hospital admissions.

In Oxfordshire, it was estimated that 3,578 years of healthy life were lost due to air pollution in 2017⁶⁰. Research by King's College London has found that roadside air pollution in Oxford stunts lung growth in children by 14.1%⁶¹.

Whilst we are aiming for walking, cycling, public and shared transport to be the natural first choice for journeys, we recognise that cars will still be a part of Oxfordshire's transport system.

It is therefore crucial that we encourage these to be zero-emission to contribute to our zero-carbon aspirations and improve health. We have included strong policies that seek to promote zero-emission vehicles before internal combustion engine (ICE) vehicles.

The first policy to promote zero-emission vehicles is investigating the use of Clean Air Zones (CAZs) and Zero Emission Zones (ZEZs). CAZs and ZEZs will be important tools to reduce road transport emissions in Oxfordshire.

A CAZ is an area where vehicles with higher tailpipe pollutant emissions are restricted or charged for access. A ZEZ is an area where all vehicles except those with zero tailpipe emissions are restricted or charged.

⁵⁶ University of Oxford Transport Studies Unit: Pathways to a zero-carbon Oxfordshire

⁵⁷ UK Government: Transport Decarbonisation Plan

⁵⁸ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

⁵⁹ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

⁶⁰ Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020

⁶¹ Kings College London: Personalising the Health Impacts of Air Pollution – Summary for Decision Makers, 2019

Case Study – London ULEZ and Birmingham CAZ

The London Ultra Low Emission Zone (ULEZ) reduced nitrogen dioxide pollution by an estimated 29% after the first six months, compared to a scenario where there was no ULEZ. Modelling for the Birmingham Clean Air Zone indicates an average 12% reduction in nitrogen dioxide concentrations at the most polluted locations after the scheme has been in place for two years.

In addition to the core restrictions or charges, CAZs and ZEZs may also include supporting traffic management, sustainable transport or behavioural change schemes, electric vehicle charging infrastructure or funding to help individuals and businesses to upgrade their vehicles.

Why is this policy needed?

Oxfordshire's air pollution comes from a variety of sources, and the mix of sources varies significantly by location. For example, across Oxford city as a whole, road transport accounts for approximately 40% of NO_x (nitrogen oxide) emissions and around 10% of particulate matter emissions. However, at roadside locations in the county with heavy traffic, road transport accounts for as much as 75% of NO_x and 20% of particulate matter emissions.

Reducing exhaust emissions from road transport could therefore significantly reduce exposure to air pollution in the county, both close to busy roads and more widely, and CAZs and ZEZs could play a helpful role in this.

What are the benefits for people in Oxfordshire?

CAZs and ZEZs improve air quality and reduce carbon emissions. They may also reduce traffic levels and noise. These schemes will therefore support the council's wider public health and healthy place shaping objectives and our goal of achieving a zero-carbon transport network by 2040.

CAZ and ZEZ schemes could also help reduce carbon dioxide and other greenhouse gas emissions from transport that contribute to climate change

Policy 45 – Oxfordshire County Council will continue to implement the Zero Emission Zone in Oxford city centre and will investigate phased expansion of the ZEZ to cover the rest of Oxford.

Policy 46 – CAZ and ZEZ schemes will be investigated for other parts of Oxfordshire where traffic emissions are contributing significantly to air pollution problems.

Zero emission vehicles

The UK government has set out its ambitions to end the sale of new petrol and diesel cars by 2030. From 2035, all new cars and vans must be Zero Emission Vehicles (ZEV). A Zero Emission Vehicle is defined as one which emits 0g of carbon dioxide from the tailpipe per kilometre travelled and typically refers to Battery Electric Vehicles (BEVs) and Hydrogen Fuel-Cell Vehicles (FCEV).

Battery Electric Vehicles explainer

BEVs are the most commonly available ZEVs. BEVs include cars, motorcycles, scooters, buses and trucks. Large BEVs such as buses and medium/large trucks are less common, but development is ongoing, and vehicles of this type are likely to become more common on Oxfordshire's roads over the coming years.

In the short to medium term, electric vehicle charging infrastructure is the most pressing requirement. In 2020 there were over 3,800 BEVs registered in Oxfordshire, and by 2030 we may see up to 80,000 on Oxfordshire's roads.

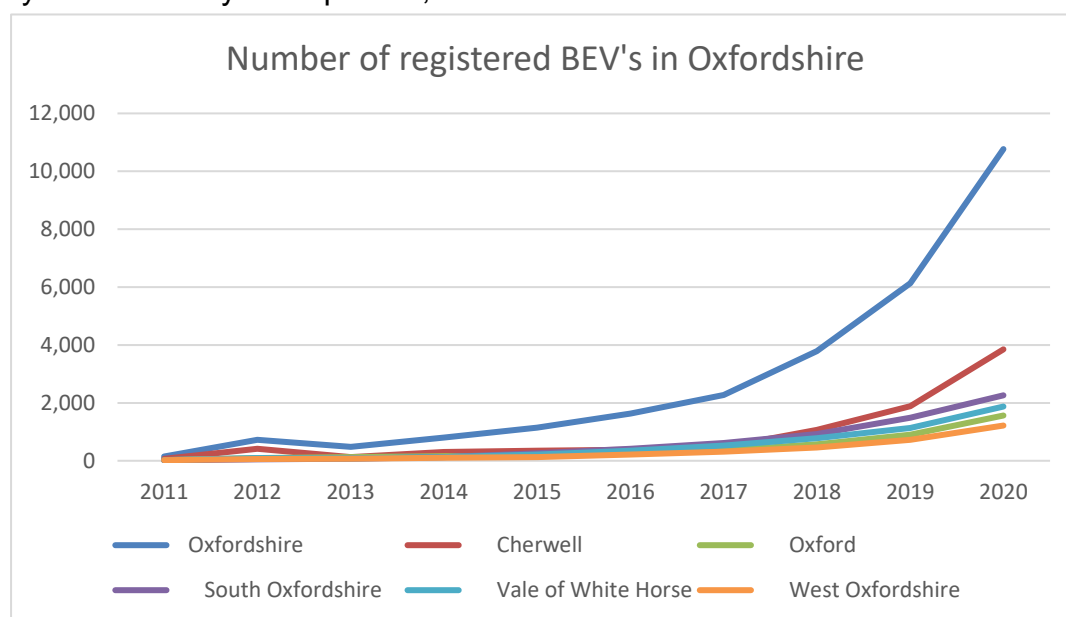


Figure 26 – Number of registered BEV's in Oxfordshire⁶²

ZEVs are likely to form an important component of achieving the vision for a zero-carbon Oxfordshire transport system. Where road transport cannot be avoided, ZEVs significantly reduce emissions of carbon, nitrogen oxides and other pollutants, both at the tailpipe and upstream in the energy system.

Comprehensive, accessible and efficient charging and fuelling infrastructure is essential in enabling the rapid adoption of ZEVs. As the local transport authority, Oxfordshire County Council can support the transition by making sure that ZEV infrastructure is integrated into developments and transport infrastructure.

The County Council can also help to ensure that the deployment of charging and refuelling infrastructure is deployed in a fair and affordable way to support all communities.

Case study - Oxfordshire Electric Vehicle Infrastructure Strategy

Oxfordshire County Council, along with our partners in the District and City Councils, have developed the Oxfordshire Electric Vehicle Infrastructure Strategy⁶³ (OEVIS), which sets out 17 policies and associated key actions for the short term (2020-2025).

⁶² Department for Transport: Battery Electric Vehicles licensed at the end of the quarter by upper and lower tier local authority 2, United Kingdom from 2011 Q4

⁶³ [Oxfordshire Electric Vehicle Infrastructure Strategy](#)

To date the OEVIS has been adopted by Oxfordshire County Council, Cherwell District Council, West Oxfordshire District Council, South Oxfordshire District Council and the Vale of White Horse District Council.

Key policy areas of the OEVIS are the standards for BEV charging infrastructure in new developments and in infrastructure assets such as highways and car parks which should be applied to the planning of new developments and infrastructure, so that they are future-proofed for the growth of BEVs.

Hydrogen fuel-cell vehicles are less common at present, and the scale of their role in the future zero-carbon transport system is uncertain. However, infrastructure for fuelling FCEVs must also be considered to support their deployment as the technology becomes more readily available. Oxfordshire County Council is currently developing a hydrogen strategy, which will provide further insights into the requirements for integrating FCEVs into the transport system.

Our District and City councils may also produce their own strategies and delivery plans to support ZEVs. For example, Oxford City Council are currently working an Electric Vehicle Strategy. Supporting the delivery of these strategies will also be critical to supporting the uptake of ZEVs.

Why is this policy needed?

As technology develops, ZEVs of all types will continue to require appropriate infrastructure to ensure they can play their role in decarbonising road transport. This will include the provision of new charging infrastructure as well as retrofitting existing developments, car parks and roads.

Further development is required to develop a longer-term strategy for ZEVs, which takes into account future technology and larger vehicle classes. Oxfordshire County Council will continue to monitor and support the development of ZEV infrastructure, to ensure that Oxfordshire's infrastructure meets user needs now and in the future.

What are the benefits for people in Oxfordshire?

Futureproofing development and infrastructure now will help to avoid costly and complex retrofitting of infrastructure to meet the recharging or refuelling needs of ZEVs and their users in the years to come.

Future-proofed ZEV infrastructure will also help to ensure ZEVs can fully integrate into the development of the future energy system, acting as energy storage units to support the grid in times of high demand and allowing greater integration of renewables.

By supporting the integration of ZEVs and ZEV infrastructure into Oxfordshire's transport system, we will deliver a zero-carbon transport system and the associated benefits for health such as improved air quality described previously.

Policy 47 – Oxfordshire County Council will, in association with district councils, integrate the Oxfordshire Electric Vehicle Infrastructure Strategy into the planning process, ensuring that new developments and infrastructure make appropriate

future-proofed provision for EV charging infrastructure in line with the requirements of the strategy.

Policy 48 – Oxfordshire County Council will develop a longer-term strategy to meet the infrastructure requirements of ZEVs of all propulsion types and classes, integrating these into planning of developments and infrastructure to support the vision for Oxfordshire’s zero-carbon transport system.

Policy 49 – Oxfordshire County Council will support the delivery of ZEV strategies developed by our District and City councils.

Green infrastructure

Oxfordshire has a rich and varied natural and historic environment, which makes it an attractive place to live, visit and work. The county contains three Areas of Outstanding Natural Beauty (AONB) located wholly or partly within Oxfordshire, 111 Sites of Special Scientific Interest (SSSI) and 4 National Nature Reserves (NNRs). Oxfordshire also has a rich heritage and archaeological resource.

However, transport and the associated emissions are having negative impacts on this natural and historic environment. Transport emissions can have a corrosive impact on buildings and also damage natural habitats. Transport also has significant impacts on biodiversity through ecosystem destruction and fragmentation.

Improving air quality will help to protect our natural and historic environment. There are also opportunities to develop green infrastructure to contribute towards delivery of our vision and tackle some of the issues outlined previously. Green infrastructure (GI) is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits.

GI includes parks, open spaces, public rights of way, playing fields, roadside verges, woodlands – and also street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems (SuDS) and soils. It includes rivers, streams, canals and other water bodies, sometimes called ‘blue infrastructure’.

Developing GI adjacent to infrastructure has the potential to deliver many ecosystem services. For example, road and railway verges and canal banks form important wildlife corridors. GI can also help to increase transport infrastructure’s resilience to extreme weather events and natural disasters.

Why is this policy needed?

The protection, maintenance and enhancement of GI is required in Oxfordshire if we are to deliver our vision for air and environmental quality, healthy places and increased walking and cycling. The GI network is multi-functional and a core part of Oxfordshire’s ‘living landscape’ of attractive and healthier places.

What are the benefits for people in Oxfordshire?

The key features of GI are that it is a network of integrated spaces and features, not just individual elements; and that it is ‘multi-functional’ – it provides multiple benefits simultaneously. These benefits can be to:

- Support people’s mental and physical health

- Encourage walking and cycling
- Cool urban areas during heat waves
- Attract investment
- Reduce water run-off during flash flooding
- Carbon storage
- Support ecology
- Provide sustainable drainage

Policy 50 - Oxfordshire County Council will embed the protection, maintenance and enhancement of Green Infrastructure (GI) into relevant guidance and decision-making processes in order to improve connectivity of the GI network, its environmental and community value.

Network, parking and congestion management

Oxfordshire County Council as the highway and streetworks authority is responsible for a range of management functions. This includes working to manage congestion, highways infrastructure and on-street parking.

All of these functions will play a role in helping to deliver our vision and encouraging the use of walking, cycling, public and shared transport. It is important that our transport user hierarchy is reflected in these management functions to complement the policies outlined previously.

Many of the policies in this document have outlined incentives to make alternatives to the private car more attractive. However, there may also be situations where it is necessary to actively discourage private vehicle use. There are various management tools available to do this that may be needed in some parts of the county.

Alongside managing the existing network, Oxfordshire County Council are also responsible for overseeing the delivery of new highways infrastructure. Whilst our priority is on reducing car use and the need to travel, we recognise that in some cases new roads, or widening roads and junctions may be necessary, to ensure a reliable and effective transport network.

However, we have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long term solution for Oxfordshire's transport network. As part of this chapter, we have outlined a new approach to the development of road schemes to ensure they contribute towards delivery of our vision and do not reinforce traditional transport planning approaches.

Case study – Connecting Oxford

We are already conducting some of the work proposed in this chapter through the Connecting Oxford programme. The Connecting Oxford proposals were agreed by Oxfordshire County Council and Oxford City Council cabinets in January 2020.

Connecting Oxford has three key components:

- A better, faster and more comprehensive public transport network.
- A complete, high-quality, spacious walking and cycling network.
- Reclaiming road space from vehicles to provide more spaces for buses and people walking or cycling.

In order to achieve this the plan proposes new traffic restrictions in the city centre and eastern arc and a workplace parking levy around part of the Eastern Arc of Oxford. These will be supported by a range of schemes across Oxford.

Work on aspects of Connecting Oxford has already started. The aim is to have the workplace parking levy and traffic filters in place from 2023.



Figure 27 – Map of Connecting Oxford proposals

Network management

The core purpose of network management is to tackle congestion and ensure the safe, free-flowing movement of traffic, people and freight across the Oxfordshire road network. However, it also has the potential to influence travel choices by prioritising public transport, walking and cycling.

Network management explainer

The Traffic Management Act (2004) places a duty on the council as highways authority to reduce and manage congestion and to collaborate effectively with other traffic authorities to achieve this. Oxfordshire County Council is also responsible for ensuring a co-ordinated approach to maintaining public safety through approval of all works on the public highway.

Our key network management objectives are to:

- Promote economic activity in and through the county.
- Enable access to employment, leisure and educational facilities for all.
- Reduce traffic congestion, air and noise pollution.
- Reduce accidents and promote public safety.

The UK government is proposing to review the Network Management Duty and statutory guidance, to reflect more clearly the current imperatives of decarbonisation, encouraging healthier forms for transport and emphasis on technology⁶⁴. The County Council will need to respond positively to changes in law where applied to prioritise and facilitate walking, cycling and public transport movement.

Network management plays a key role in monitoring and managing traffic on all parts of the network, from strategic routes such as the M40 and A34 to local roads and town centres. It is important to balance the requirements of all communities and

⁶⁴ Department for Transport: Traffic Management Act 2004: network management to support recovery from COVID-19

stakeholders in decisions which affect Oxfordshire residents' ability to access employment, social and educational facilities.

Why is this policy needed?

Car traffic has increased since the COVID-19 restrictions were relaxed in July 2021 to levels close to those experienced before the pandemic. Furthermore, housing and employment growth in the county could lead to even higher levels of traffic unless more trips are made by walking, cycling, public or shared transport modes. As a result, it is important to manage the network efficiently, to avoid greater levels of congestion.

What are the benefits for people in Oxfordshire?

Effective network management brings about benefits for residents, promoting connectivity to employment, leisure and education facilities, and reducing the impact of roadworks, accidents and incidents on the network.

The prioritisation of walking, cycling and public transport will make journeys by these modes easier and more attractive. Encouraging these modes will in turn help deliver our vision and the associated benefits to health and wellbeing.

The deployment of advanced technologies allows the public to plan their journeys more effectively, for example providing real time travel information via social media and satellite navigation systems.

Network management can also act as a hub for transport pollution monitoring, publicising where roads exceed legal thresholds, and providing real time information services which help the public to make more sustainable travel choices.

Policy 51 – Network management will be undertaken as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county.

Policy 52 – Network management will continue to work closely with all stakeholders, partners and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond.

Policy 53 – Network management will balance the needs of all network users, irrespective of location, whilst promoting and prioritising walking, cycling and public transport at every opportunity.

Asset management

Oxfordshire County Council, as the highway authority, is also responsible for the maintenance of all carriageway, footway, verges, trees, structures and other infrastructure within the highways boundary excluding motorways and trunk roads.

A well-maintained transport network is vital to the economic, social and environmental wellbeing of Oxfordshire. We seek to deliver an efficient and effective approach to the management of infrastructure assets through longer-term planning.

Good maintenance is also important for encouraging walking and cycling. Cycling and other micro-mobility modes, such as e-scooters, are more at risk from surface defects. Effective maintenance helps to protect vulnerable road users and create attractive, accessible environments for walking and cycling.

Highway maintenance explainer

Oxfordshire County Council manages 2,994 miles of road network in the county. The network is made up of A roads (15%), B roads (10%) and C or unclassified roads (75%)⁶⁵. The high proportion of C and unclassified roads, which are often not built to modern standards and in rural areas, makes highway maintenance a challenge. The A34, M40 and A43 are managed and maintained by National Highways.

47% of roads in Oxfordshire are assessed as being in 'Good' condition, this is lower than the national average of 54%. However, Oxfordshire has fewer roads in 'Poor' condition than the national average (10% compared to 18%) and significantly more roads in 'Fair' condition than the national average (43% compared to 28%)

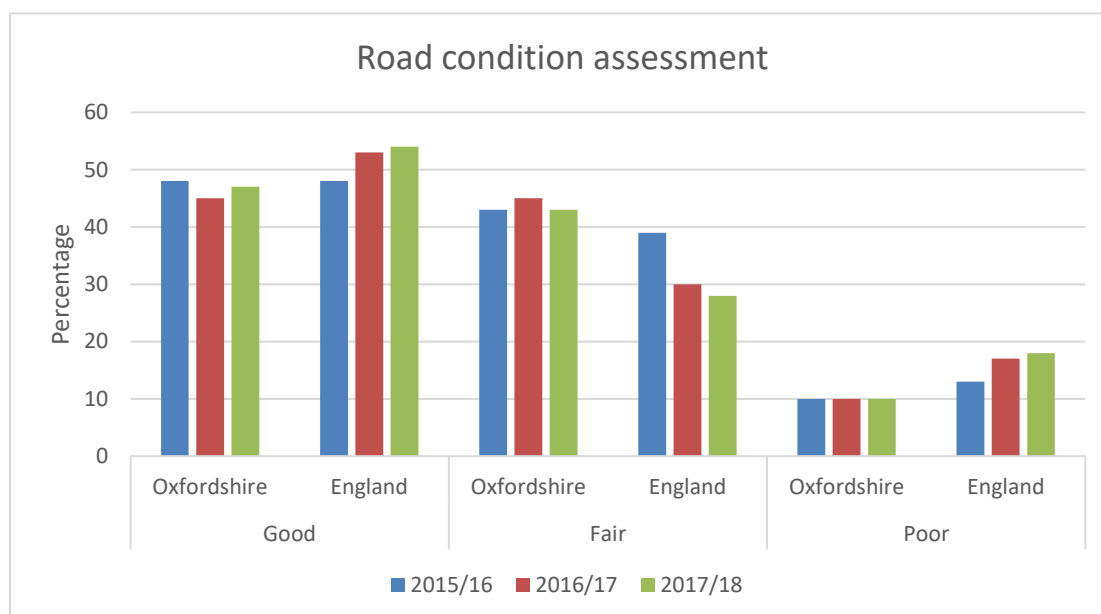


Figure 28 – Road condition assessment⁶⁶

Why is this policy needed?

Oxfordshire County Council is committed to making the best use of its budgets and advocates an asset management approach for the maintenance of its highway network, in order to help deliver the best long-term outcomes for local communities.

What are the benefits for people in Oxfordshire?

A well-maintained highway network is key to future economic prosperity and the quality of life. This is because highways assets provide access to jobs, services, schools and allow for the delivery of goods to industry and retail.

⁶⁵ Oxfordshire County Council: Highway Maintenance Factsheet Summer 2018

⁶⁶ Oxfordshire County Council: Highway Maintenance Factsheet Summer 2018

Good maintenance will also protect vulnerable road users, improve accessibility and help residents to feel safe when walking or cycling, thereby contributing towards delivery of our vision.

Policy 54 – Oxfordshire County Council will develop and operate a formalised asset management approach in line with industry best practice to ensure the optimal use and direction of the county council’s resources in maintaining the local road network and assets for the benefit of current and future users.

Policy 55 – Oxfordshire County Council will adopt a whole life cost approach to maintaining the local road network that, as far as practicable within available budgets, reflects both the structural need of the assets, the strategic importance of the route and local priorities.

Policy 56 – Oxfordshire County Council will prioritise available resources for maintenance interventions and treatment choices using a risk-based approach taking account of the safety and needs of different user-groups, network hierarchy, hierarchy of modes, and levels of use, network condition, customer expectations, environmental impact, and the implications of approved and anticipated developments.

Policy 57 – Oxfordshire County Council will develop long-term, sustainable, rolling programmes of work to ensure greater value for money by allowing investment decisions to support strategic priorities and provide better coordination with other work programmes and projects; and use the most cost-effective maintenance treatments at the right time to maximise the life of the asset.

Parking management

The county council is responsible for the management of a range of parking functions. This includes considering modes such as bicycles and motorcycles, as well as private motor vehicles.

The management of parking is an effective way to tackle congestion and its negative consequences. It is also an essential factor affecting the convenience and subsequent attractiveness of different transport modes.

The availability of free or low-cost parking at destinations is a major factor in generating car journeys. Reducing and restricting car parking availability and introducing parking charges are therefore essential measures in helping to deliver our vision.

Why is this policy needed?

Parking management is an important transport planning tool, enabling us to influence how people may choose to travel, with the aim of encouraging them to use more sustainable forms of transport, including Park and Ride facilities.

We also recognise the importance of providing blue badge parking to enable those who are less mobile to access key facilities and services where they are less accessible by public transport, walking and cycling.

If left unmanaged, parking would soon become disruptive to the transport networks and services, as people would park for convenience, rather than considering other people's needs. This could lead to increased pressures on neighbourhoods, and movement could be affected to the detriment of road safety. There could also be an impact on emergency service response times.

We also need to make alternatives to the private car more attractive. Parking is a key part of this and can help to make alternative modes just as convenient, if not more convenient than the private car. This policy will ensure the parking requirements of all modes of transport are considered.

What are the benefits for people in Oxfordshire?

Ensuring that the parking requirements of all modes of transport are considered will help to create a more balanced transport system. It will make journeys more convenient and enable people to move around the county without the need to rely on private cars.

Alongside reducing and restricting car parking availability, this will contribute to reduced reliance on private cars and delivery of our vision and the associated benefits for health, well-being and air quality. The removal of car parking spaces will also help us to create more attractive places for residents to live. This includes freeing up space for cycle parking, greenery or seating.

Policy 58 – Oxfordshire County Council will ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy. We will work to embed our parking guidance (Appendix 3) into relevant guidance and decision making processes and progress the associated actions.

Policy 59 – Oxfordshire County Council will take measures to reduce and restrict car parking availability. As part of developing LCWIPs and in LTCP area strategies, the following measures will be assessed:

- Introduce parking charges in Council-managed town centre car parks.
- Introduce parking costs for businesses such as a workplace parking levy.
- Introduce on-street restrictions and control such as double and single yellow lines via decriminalised parking enforcement powers.
- Control on-street parking in neighbourhoods via Controlled Parking Zones (CPZs).

Parking enforcement

One of the key objectives of managing the highway network is to manage traffic congestion. The enforcement of parking restrictions plays an important part in effective traffic management and improving traffic flow.

The effective enforcement of parking restrictions is also essential if we are to implement the management measures outlined in the previous policy and deliver the associated benefits.

From November 2021, we will expand civil parking enforcement to cover all Oxfordshire districts. This means parking offences in those areas typically enforced by the police become the responsibility of Oxfordshire County Council.

The expansion of decriminalised parking enforcement powers will allow us to expand the use of neighbourhood CPZs and support measures to tackle pavement parking.

Why is this policy needed?

Our approach to enforcement aims to balance the needs of all road users, at a time when demands continue to increase. The key objective is to maintain an appropriate balance between the needs of residents, visitors, businesses and access for disabled people, thereby contributing to the county's economic growth and success.

We will also apply for the powers to enforce pavement parking which is a hazard and barrier to people walking. It also adversely affects vulnerable protected groups, including those with visual impairments, those using mobility aids, those in wheelchairs, those needing the help of a carer or parents with pushchairs.

To ensure our policies and objectives are aligned with shared priorities of city and district councils, we will work in partnership through officer and member lead working groups. Further information about parking governance can be found in Appendix 3.

What are the benefits for people in Oxfordshire?

The effective enforcement of parking restrictions will be an essential part of parking management and delivering the benefits outlined in the previous policy such as improving road safety in neighbourhoods and making alternatives to the private car more attractive.

Parking enforcement will also support effective traffic management, helping to improve everyday journeys and tackle issues such as congestion and air quality.

Policy 60 – Oxfordshire County Council will maintain strategic partnerships with the District and City Councils to ensure a joined-up approach to enforcement and car parking management.

Policy 61 – Oxfordshire County Council will work to tackle pavement parking by:

- Applying for the powers to enforce pavement parking with support of district authorities
- Supporting enforcement to ensure that all footways (pavements) are clear of pavement parking, except where legally marked out
- Taking measures to reduce parking pressures on road space which result in pavement parking, such as CPZs.

Demand management

If we are to achieve our vision, there may also be situations where it is necessary to actively discourage private vehicle use. This may include consideration of demand management measures to help tackle local traffic and the associated issues.

These measures are closely related to the management functions we have outlined in this chapter. Demand management could include traffic reduction schemes, traffic filters, road user charging, workplace parking schemes, changes to the availability or price of parking and low traffic neighbourhoods.

Why is this policy needed?

Encouraging more walking, cycling, public and shared transport is the key principle underpinning much of the LTCP. The previous chapters of the LTCP have outlined a number of policies that will help to improve the attractiveness of these modes.

However, these measures alone are unlikely to be enough. Therefore, some measures will be required that directly discourage private vehicle use.

Any demand management schemes are carefully considered, with engagement with our district councils, local businesses and local residents during development. We will work to ensure that any scheme is coordinated with other measures to provide viable alternatives to the car and increase their effectiveness.

What are the benefits for people in Oxfordshire?

Whilst demand management would make private car use less attractive in the short term, it could form an important part of helping to deliver our vision. Reducing private car use is essential to delivering many of the benefits outlined elsewhere in this document such as improved air quality, reduced noise and the creation of more welcoming places to live and spend time.

Similarly, reducing private vehicle use will further help to create safe, attractive environments for walking and cycling, enhancing delivery of the associated benefits described elsewhere.

Policy 62 – Oxfordshire County Council will investigate demand management measures, where appropriate, in order to discourage private vehicle use, engaging with key stakeholders during the development of any schemes.

Road schemes

As highlighted in the introduction to this chapter, Oxfordshire County Council is also responsible for overseeing the delivery of new highway infrastructure. There are situations where new roads, or widening roads and junctions may be necessary, but this is not a sustainable long term solution because we have found that road schemes often generate new demand and quickly reach capacity again

There is substantial national and international evidence of motor traffic ‘disappearance’, when road capacity is reduced, particularly where there are viable alternatives and in areas of excessive demand on road space.

Traffic ‘disappearance’ research shows that large percentages of motor traffic are not just displaced to other roads, but ‘disappear’ through a range of behavioural changes. These changes achieve the same objectives in ways that do not require car travel, for example changing mode or pooling journeys.

However, there are examples where road schemes may be required and will deliver improvements. This includes where access is needed to new developments or where the existing road is unsafe.

We will always require careful modelling for major schemes to ensure that the likely effects on the wider network are fully understood. To ensure that any road schemes

align with our transport vision, we will take a ‘decide and provide’ approach rather than the traditional ‘predict and provide’ approach.

Predict and provide

The predict and provide approach to transport planning uses past or historical traffic and socio-economic trends to determine the future need for infrastructure. Traditionally, transport planning has used this approach to forecast the transport needs of the future.

However, this approach largely replicates and reinforces the status quo. With the changes to transport that are arising due to digital connectivity, new transport modes, the COVID-19 pandemic and the need to achieve a zero-carbon transport system, there is an increasing risk that infrastructure is provided that does not meet or shape the transport needs of the future⁶⁷.

Decide and provide

The decide and provide approach to transport planning decides on the preferred future and then provides the means to work towards that which can accommodate uncertainty. This offers the opportunity for more positive transport planning and helps implement a transport user hierarchy by considering walking and cycling up-front⁶⁸.

Why is this policy needed?

Ensuring that Oxfordshire’s transport network remains reliable and effective is key to supporting the local economy and everyday journeys. Some road capacity enhancements may be required to enable this.

It is important that a ‘decide and provide’ approach is taken during the development of new schemes to ensure that they contribute towards delivery of our vision and do not reinforce traditional transport planning approaches.

What are the benefits for people in Oxfordshire?

Delivering road capacity enhancements, where appropriate, will help to tackle congestion and pollution providing benefits to health and everyday journeys. It will also support the economy and ensure the county remains an attractive place to work and live.

Adopting a decide and provide approach to planning new infrastructure will mean that any road capacity enhancements align with our transport user hierarchy, prioritising the most space efficient modes of walking, cycling and public transport. This will help to create attractive environments for residents to walk and cycle in and deliver the associated benefits.

The decide and provide approach will also help us to deliver infrastructure that caters for future transport needs.

⁶⁷ TRICS Decide and Provide Guidance 2021

⁶⁸ TRICS Decide and Provide Guidance 2021

Policy 63 – Oxfordshire County Council will adopt a decide and provide approach to manage and, where appropriate, develop the county's road network to reduce congestion and minimise disruption and delays.

Policy 64 – Oxfordshire County Council will assess opportunities for traffic reduction as part of any junction or road route improvement schemes.

Smart infrastructure

It is possible to improve the effectiveness of the management functions outlined in this chapter through the use of smart infrastructure. This will help to enhance the benefits outlined previously and further contribute to delivery of our vision.

Smart infrastructure includes both physical and digital infrastructure, which provides the capacity to use a feedback loop of data to provide evidence for informed decision-making.

Truly smart infrastructure should be able to respond intelligently to environmental changes, such as levels of demand and inputs from other infrastructure, in order to facilitate improved performance. This can work on a number of different levels:

1. At its most basic, smart infrastructure can monitor use and performance information which can then be used by people to make design or operational decisions or improvements.
2. At the next level, it might also process the data and present it to human operators to take decisions.
3. At the highest level, it uses the collected data to take action without human intervention.

Smart Infrastructure

Smart Infrastructure refers to the application of digital technology to our physical assets. This offers the potential to use our assets more intelligently and enables us to get more from existing assets. We can therefore improve our understanding and decision making⁶⁹.

In transport terms, examples of smart infrastructure could include smart parking sensors, which provide live parking capacity data; traffic signals which can respond to levels of congestion and prioritise sustainable transport modes and transport volume monitoring sensors which can provide information on the use of different modes, journey time or tracking data.

All the elements which support or can interact with these kinds of use cases, such as the connectivity (e.g. 5G), platforms undertaking analysis of data collected and connected devices which interact with sensors (e.g. Connected and Autonomous Vehicles (CAV) or smart phones) also constitute smart infrastructure.

⁶⁹ <https://www-smartinfrastucture.eng.cam.ac.uk/system/files/documents/the-smart-infrastructure-paper.pdf>

Why is this policy needed?

Smart infrastructure can support and improve our network management ability. It can also help to facilitate more efficient use of transport networks and support easier deployment of CAV's.

Without a clear and comprehensive understanding of how the transport networks are being used, they will be inefficiently used and managed. Smart infrastructure can therefore help to facilitate use of alternatives to car, as well as better managing the traffic which is generated.

The better understanding of transport that smart infrastructure can provide will also help to inform future policies, making them more tailored and effective to the needs of all road users. This is especially important in the wake of COVID-19, when future travel trends are uncertain, and with new modes of transport emerging such as CAV.

What are the benefits for people in Oxfordshire?

Improved monitoring and management of transport brings about benefits for residents, making journeys easier, quicker and more seamless. The information gathered by smart infrastructure can often be used by consumer apps to help people plan their journeys, how long it will take and if there are issues along their route.

This empowers people to make more informed decisions about, timing, route or transport modes, as well as potentially opening up more options to travellers of different kinds, including those experiencing disabilities.

Policy 65 – Oxfordshire County Council will securely allow access to data feeds from smart sensors for use by relevant 3rd parties to facilitate MaaS and journey planning applications providing a service to Oxfordshire travellers.

Policy 66 – Oxfordshire County Council will deploy appropriate smart sensors within transport infrastructure, following the guidance in the Innovation Framework.

Policy 67 – Oxfordshire County Council will provide development with guidance on deployment of smart infrastructure as part of the Innovation Framework.

Policy 68 – Oxfordshire County Council will seek to ensure easy inter-operability of smart assets, including with existing assets where possible.

Innovation

The previous chapter began to highlight ways in which technology can improve the way in which we operate and contribute towards delivery of our vision. This chapter builds on this and identifies other innovations which will help us to make walking, cycling, public and shared transport more attractive.

There have also been a number of innovations in the transport industry in recent years. It is important that we consider these changes, how to harness them and prepare for future changes.

We recognise that technology alone will not solve many of the challenges identified. However, we believe technology can play a role in contributing to our ambitions and addressing some issues. It is also important to ensure our transport system is fit for the future and able to accommodate technological changes.

Innovation explainer

Innovation is a term which could potentially mean a number of things depending on context. For the purposes of the LTCP, 'innovation' refers to anything which is new, or being applied in new ways or contexts to traditional approaches. This can range from new technologies through to new processes or approaches.

Passenger micromobility

One recent form of innovation that can help to support our walking and cycling ambitions is passenger micromobility. Micromobility refers to a range of small, lightweight vehicles operating at speeds typically below 15 mph and driven by users personally⁷⁰.

Micromobility can be thought of as forms of transport that can occupy space alongside bicycles⁷¹. Practically, in most areas today, micromobility means shared scooters and bicycles. It can also include private e-scooters, rollerblades and 'hoverboards'.

As micromobility is an emerging sector we will monitor the impacts of new modes. This includes ensuring issues caused by new modes are effectively managed and making sure less active micromobility modes don't detract from more active ones. Ultimately, we hope that micromobility will become embedded as part of the wider individual and public transport system.

Case study – Oxford E-scooter trial

An e-scooter trial was launched in Oxford in February 2021 in partnership with Swedish e-scooter operator Voi Technology. This follows the government's decision to legalise rental e-scooters in 2020.

As part of the trial over 200 e-scooters were available for hire in the Headington, Marston and Eastern Arc areas of Oxford. Rental scooters could use roads and cycle lanes within the trial area but are banned on pavements.

⁷⁰ <https://www.itdp.org/multimedia/defining-micromobility/>

⁷¹ <https://www2.deloitte.com/us/en/insights/focus/future-of-mobility/micro-mobility-is-the-future-of-urban-transportation.html>

Scooters could be unlocked via a smartphone app and cost £1 to unlock and then 20p per minute of usage. There were also special rates for students, and those on low incomes and Voi offered free rides to NHS and emergency service staff.

The trials finished in September 2021. Voi and Oxfordshire County Council are now evaluating the data based on previously agreed-upon terms. The DfT will evaluate all the trials separately through its own monitoring and evaluation exercise. We will publish a report on the County Council [website](#) about the future of the programme.



Figure 29 – Photo of a Voi e-scooter in Headington

Why is this policy needed?

Making cycling a natural first choice for everyone is also about making it simple to access a bicycle. The availability of shared bicycles and e-bikes will help to make cycling a convenient option for all residents. Simple, low cost access to e-bikes will also open this mode up to a wider range of people, including those with disabilities.

This has been demonstrated in CoMoUK's annual bike share report which found that 55% of bike share users said that bike share was their catalyst to start cycling again after an absence of at least a year, an increase from 44% last year⁷².

Similarly, access to shared e-scooters will increase the transport options available and contribute towards reducing private vehicle use.

What are the benefits for people in Oxfordshire?

Micromobility can help to improve access to bicycles for residents. More people cycling will deliver the health and environmental benefits outlined previously. It will also help to unlock more town for more people, addressing equality issues.

⁷² <https://como.org.uk/wp-content/uploads/2021/03/CoMoUK-Bike-Share-Survey-2020.pdf>

Passenger micromobility can be seen as an extension of the public transport system. A good public transport experience means catering for the whole journey. Micromobility helps to achieve this by providing a convenient, sustainable transport solution for last mile-journeys.

This will increase the travel choices available and improve everyday journey experiences. It will also help to reduce reliance on private cars and make the most of existing space creating more welcoming places for people.

Policy 69 – Oxfordshire County Council will seek to manage, monitor and support the use of passenger micromobility in order to compliment the wider active and public transport network.

Shared mobility

Shared mobility is another form of innovation that will help us to deliver our goals such as a reduced private car use and improved air quality. Shared mobility refers to vehicles which are used collectively by owners rather than owning them.

There are a range of services covered by shared mobility including car clubs, shared cars, carpooling, Demand Responsive Transport and micromobility. We have developed a policy primarily focused on car based services.

There has been a growth of shared car services in recent years and they are playing an increasingly large role in how residents travel. If well managed and integrated as part of a wider public transport system, they have the potential to reduce car ownership and increase connectivity, particularly for those unable to walk or cycle.

A key element of car sharing is its ability to support road space reallocation. As highlighted in previous sections, we need to reduce the dominance of the private car and improve the human experience of being on streets. In combination with other measures, car sharing will help to do this by reducing the number of vehicles on our streets and allowing more space for people to walk and cycle in.



Figure 30 – Car sharing station in Bremen⁷³

⁷³ Michael Glotz-Richter - <http://stars-h2020.eu/2018/04/11/bremen-a-city-in-love-with-car-sharing/>

Why is this policy needed?

We recognise that cars will still be required for some journeys and so the provision of zero-emission shared cars and the appropriate charging or fuelling infrastructure to support them, will increase access to these vehicles, replacing more polluting models. Members of car sharing programmes also tend to drive fewer miles.

Members of car share programmes may also reduce their reliance on the private car. Experiences in Copenhagen show that people who are part of a car sharing programme both cycle and take trains and buses more⁷⁴. This will create more space for walking and cycling and contribute towards delivery of our vision.

What are the benefits for people in Oxfordshire?

Reducing the number of cars and the miles driven will improve air quality and make local areas more relaxing. Similarly, by reducing the dominance of the private car and reallocating road space to walking and cycling we will further enhance public health and create streets that are welcoming places for people.

Car sharing will also improve accessibility by supporting those who are unable to buy a car or cannot walk and cycle. By combining car sharing with public transport interchanges, such as mobility hubs, there are opportunities to improve connectivity and create a more balanced transport network that supports all users.

Residents in rural areas face specific transport challenges and are more likely to use a car. There are challenges associated with introducing car share facilities in these areas, however the provision of zero-emission car sharing would help to increase transport choices and reduce the impact of private cars.

Policy 70 – Oxfordshire County Council will support the provision of zero emission shared cars and car clubs, in combination with other measures, to reduce the dominance of private motor vehicles and create a more balanced transport network. This will include working proactively to encourage zero emission shared cars and car clubs in rural areas, smaller towns and villages.

Connected and Autonomous Vehicles

There are also more emerging technologies that could significantly change the transport system and contribute to delivery of our vision. The primary technologies we are focusing on as part of this section are Connected and Autonomous Vehicles (CAV) and Unmanned Aerial Vehicles (UAV).

Both of these technologies have the potential to contribute towards our ambitions such as improved road safety, improved air quality and reduced motor vehicle traffic.

Whilst the future of these technologies is uncertain, our overall approach is to support them and seek to shape them in the right way so that they contribute positively to our vision for transport in Oxfordshire.

⁷⁴ https://kk.sites.itera.dk/apps/kk_pub2/pdf/1123_dM2NAXVaGm.pdf

Connected vehicles can be defined as those equipped to exchange information between vehicle and surrounding environment, either through local wireless networks or the internet⁷⁵.

Autonomous vehicles operate in a mode which is not being controlled by an individual⁷⁶. There are several different levels of autonomy as defined by the Society of Automotive Engineers (SAE) up to level 5, full autonomy:

	SAE LEVEL 0™	SAE LEVEL 1™	SAE LEVEL 2™	SAE LEVEL 3™	SAE LEVEL 4™	SAE LEVEL 5™
What does the human in the driver's seat have to do?	You are driving whenever these driver support features are engaged – even if your feet are off the pedals and you are not steering			You are not driving when these automated driving features are engaged – even if you are seated in “the driver’s seat”		
	You must constantly supervise these support features; you must steer, brake or accelerate as needed to maintain safety			When the feature requests, you must drive	These automated driving features will not require you to take over driving	
What do these features do?	These are driver support features			These are automated driving features		
	These features are limited to providing warnings and momentary assistance	These features provide steering OR brake/acceleration support to the driver	These features provide steering AND brake/acceleration support to the driver	These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met	This feature can drive the vehicle under all conditions	
Example Features	<ul style="list-style-type: none">• automatic emergency braking• blind spot warning• lane departure warning	<ul style="list-style-type: none">• lane centering OR adaptive cruise control	<ul style="list-style-type: none">• lane centering AND adaptive cruise control at the same time	<ul style="list-style-type: none">• traffic jam chauffeur	<ul style="list-style-type: none">• local driverless taxi• pedals/steering wheel may or may not be installed	<ul style="list-style-type: none">• same as level 4, but feature can drive everywhere in all conditions

Figure 31 - Levels of driving automation⁷⁷

Connectivity is not a prerequisite for automation, but its combination with automation can significantly increase efficacy and safety of operation. CAVs can be any type of vehicle, including pods, wheelchairs, motorcycles, cars, buses and lorries.

According to Transport Systems Catapult, the UK market for CAVs could be as much as £42bn by 2035⁷⁸. The same projections see level 4 to 5 autonomous cars making up 40% of total UK car sales by 2035. It is therefore necessary to consider CAVs and how they can be utilised now.

Why is this policy needed?

The UK is anticipated to be the epicenter of CAV innovation and uptake, based on market observations. Oxfordshire is world-leading in the CAV field, with numerous fast-growing companies, such as Oxbotica, Streetdrone, Arrival and most recently Waymo, located in the county, as well as numerous related facilities.

⁷⁵ Lengton et al., 2015

⁷⁶ Automated and Electric Vehicles Act 2018

⁷⁷ https://www.sae.org/standards/content/j3016_202104/

⁷⁸ Transport Systems Catapult, Market Forecast, February 2020

To reach the intermediate and higher levels of autonomy and facilitate connectivity, a few features ideally need to be in place, such as high-definition digital mapping of roads and assets, and connected infrastructure provision. We therefore need to consider CAVs and their requirements.

Benefits can be gathered from CAVs, notably safety benefits as currently around 85% of accidents are caused by human error. But there is also potential for disbenefits to be generated. Clear policy direction is needed to lead adoption and deployment and avoid negative implications whilst maximising the positive impacts.

What are the benefits for people in Oxfordshire?

Supporting CAV uptake has several potential benefits, principally increasing road safety. As discussed previously, improved road safety will help to create attractive environments for residents to walk and cycle in. Connected vehicles can also help optimise the traffic network, leading to increased productivity, reduced congestion and reduced emissions.

Integrating the needs of CAVs into new infrastructure and maintenance programmes will help to avoid the requirement for later, potentially costlier retrofit as automation becomes more commonplace. It may also facilitate access to lower level automation in a wider range of locations.

Supporting automation for shared and freight forms of transport will bring about the greatest benefits to end users, ensuring clean air by avoiding traffic generation, whilst improving access for people, including for those experiencing disabilities.

Policy 71 – Oxfordshire County Council will embed futureproofing for shared and freight CAV deployment scenarios into infrastructure delivery, place shaping design and maintenance programmes and into relevant guidance for development design, through the Innovation Framework.

Unmanned Aerial Vehicles

Unmanned Aerial Vehicles (UAVs) are another transport innovation which requires consideration now and can contribute towards delivery of our vision. UAVs, sometimes referred to as drones, are remote-controlled aircraft or small aerial devices which do not have an on-board pilot.

In the near future, it's anticipated that drones could be used for activities such as traffic and asset monitoring, moving into passenger transfer in the longer term. Drones are already being used in various practical applications, such as cargo delivery, asset inspection and site surveying as part of specific projects.

Why is this policy needed?

UAVs are anticipated to have a potentially greater market share than CAVs in the UK. It is projected that they could account for £42 billion of the UK's GDP by 2030⁷⁹. Their applications are also widespread, meaning potential impact in multiple fields.

⁷⁹ [PWC Skies without limits report \(2018\)](#)

Whilst having potential to bring about benefits, there are also potential down-sides to UAVs, which should be controlled via policy. For example, there are both potential environmental benefits and disbenefits of drones being used for delivery applications, depending on how it is achieved.

What are the benefits for people in Oxfordshire?

Drones could bring about a number of potential benefits, in particular applications such as delivery can reduce the need for freight vehicles, helping to lessen congestion and the associated negative impacts of Heavy Goods Vehicles (HGVs).

For residents, use of delivery drones will bring about benefits such as faster delivery of small items, including medical prescriptions. Cargo delivery by drones is also more cost effective meaning potentially cheaper delivery charges for people.

Their application to monitoring can be beneficially applied to the transport network in a number of possible ways:

- Monitoring assets, allowing defects to be picked up more easily and quickly, meaning less disruption for people
- Monitoring the network, to support better network management
- Monitoring construction or maintenance works, to check on compliance

Policy 72 – Oxfordshire County Council will embed futureproofing for drone usage into infrastructure delivery and maintenance programmes and into relevant guidance for development design through the Innovation Framework.

Policy 73 – Oxfordshire County Council will seek to ensure oversight of drone use in the county, including via reviewing data requirements to facilitate future integration of UAV oversight with traffic management control systems.

Policy 74 – Oxfordshire County Council will review data with a view to opening up data, such as mapping data, which will facilitate beneficial use of drones.

Living Lab

Development of the innovations in this chapter will be primarily taken forward by the county councils Innovation Hub (iHUB). The iHUB was created in 2015, initially focussed on transport innovation. It has since broadened out into a wide range of other areas including energy, modelling, air quality and infrastructure.

iHUB explainer

The iHUB has been working collaboratively with world leading organisations to trial new ideas and models, practically enabling Oxfordshire to become a world leader in public space innovation.

iHUB has been instrumental in developing links to business and academia, as well as securing external funding for projects. In 2018 and 2019, the team secured more than £6m of income to the council, and more than £100m to the region.

It has helped the growth of companies like Oxbotica, Latent Logic, Zipabout and Arrival. The innovation HUB at Oxfordshire County Council has been one of the most successful innovation teams in local government.

We are seeking to capitalise on iHUB's experiences and ensure Oxfordshire remains at the forefront of transport innovation. One way in which this can be achieved is by supporting Oxfordshire's Living Lab approach.

A living lab is an open innovation ecosystem, which is user-centred, and operates within a given geographical location. It integrates different types of organisation together to facilitate research and innovation processes in real-world settings. The aim of a living lab is to support the accelerated design, prototyping, evaluation and testing of technologies in a real world environment.

Oxfordshire has already adopted a living lab approach, hosting many projects and tests of innovative technologies and approaches. For example, multiple different CAV deployments have been or are being tested in partnership with stakeholders.

A community interest company called Living Oxford⁸⁰ has been set up for the county, aiming to co-create a formalised framework and processes for living lab projects so that learning can be shared and built upon by future projects.

Why is this policy needed?

Oxfordshire's Local Industrial Strategy 2019 (LIS) put forward the development of Oxfordshire as a living lab to help solve the UK's Grand Challenges, with the explicit ambition for Oxfordshire to become one of the top 3 innovation ecosystems in the world by 2040. The LTCP aims to support this ambition.

Furthermore, there are opportunities to capitalise upon Oxfordshire's significant research, development and innovation assets. Working in partnership with stakeholders such as the University of Oxford and Oxford Brookes, there are opportunities to trial technologies which will contribute to delivery of our vision and future proof Oxfordshire's transport infrastructure.

What are the benefits for people in Oxfordshire?

As a co-creative approach, the living lab model gives people the opportunity to collaborate in developing future mobility solutions. This means that the solution providers can ensure that they are meeting the real needs of people in Oxfordshire. It also means that the needs of different kinds of people with different needs can be better considered, such as those with disabilities.

The living lab approach also has the benefit of attracting more investors and businesses working in research and development into the region, creating jobs which will benefit the local economy and Oxfordshire residents.

Policy 75 – Oxfordshire County Council will continue to support a living lab approach to transport innovation, delivering projects and supporting tests of innovative solutions, in partnership with other organisations and the public, ensuring an open, transparent and inclusive approach.

⁸⁰ <http://www.livingoxford.org/>

Innovation Framework

In order to consider all of these changes, Oxfordshire County Council has been developing an Innovation Framework. The framework is intended to guide both the integration of innovations within development and infrastructure, and to provide a consistent approach to futureproofing for the mainstreaming of current innovations, such as CAV, UAV and 5G.

The framework, which is a supporting document of this LTCP, sets out a series of principles which should be applied to the integration of innovation into new development and infrastructure, so that innovation is used to further policies and strategies such as those within this LTCP.

It also sets out a trajectory of anticipated uptake of different innovations over the coming years and provides some guidance on how these can be futureproofed for. In addition, case studies and information evidencing viability of planning for and integrating innovation into development are also provided.

Why is this policy needed?

The Innovation Framework will ensure solutions are considered during planning and construction, so that developments and transport infrastructure are futureproofed.

As well as serving a purpose, the innovation also needs to be fit for that purpose; the framework therefore looks to guide the kinds of innovation which should be considered and in what contexts. This will help to ensure the transport innovations in the LTCP are considered and delivered in a way that helps to deliver our vision.

What are the benefits for people in Oxfordshire?

Futureproofing will help to avoid the kind of situation which has occurred in the past, where the connectivity infrastructure put in place in new developments is no longer fit for purpose by the time it is occupied.

By supporting the use of innovation to further strategic aims and goals, the framework can help facilitate many of the benefits described in the LTCP. Ultimately, the Innovation Framework seeks to ensure developments and infrastructure are fit for the future, meeting the needs of users.

Policy 76 – Oxfordshire County Council will work with our District and City councils to integrate the Innovation Framework into the planning process. This will ensure relevant futureproofing is undertaken and appropriate innovations are integrated into infrastructure development where feasible, practical and beneficial to do so.

Data

Transport data is closely related to many of the innovations in the previous chapter and also has close links to several other policies such as digital infrastructure. As with innovation, transport data in isolation will not solve many of our issues. However, it has the potential to support many of the policies outlined elsewhere and contribute to delivery of our vision.

The transport sector has always collected and analysed data. However, new ways of collecting and analysing large quantities of data are presenting opportunities to provide a smarter and more efficient transport network.

There has been a shift towards providing open data. The provision of open data allows transport data to be more widely available. It can therefore be used for innovations in the private sector and combined with data from other sectors to improve our understanding of transport user needs.

Open data

Open data is data that is available to everyone to access, share and use⁸¹. Open data should be easy to use and in a standardised format.

Open data is a government priority and is seen as a key enabler for the government's digital transport strategy. Transport Systems Catapult estimated that not sharing, and not making transport data open, could result in £15bn in lost direct and indirect benefits to the UK between 2017 and 2025⁸².

The use of data analytics has also driven the growth of user-focused services. People increasingly expect the transport sector to match other sectors in terms of convenience and personalisation. The increased levels of data available will help us to achieve this by better understanding travel patterns.

Data

Data has also become available from a range of different sources and at larger quantities. New data sources include edge devices (devices that provide data between a local network and a wide network, such as routers), Internet of Things and 5G.

We need to ensure that data is reliable, consistent, comprehensive, secure and up-to-date to bring the best benefits. We also need to follow changes to ensure our approach is best supporting the opportunities presented by transport data.

Why is this policy needed?

We are seeking to improve our approach to data because it can be leveraged to ensure we're meeting residents' needs, measure progress, understand future needs and improve our awareness of changes.

⁸¹ <https://theodi.org/>

⁸² The case for government involvement to incentivise data sharing in the UK Intelligent Mobility sector —Transport Systems Catapult 2017

We can leverage the benefits of data by using it in a range of council functions. These include modelling, network management, monitoring, infrastructure planning and policy making.

Data will also play a role in helping to facilitate the establishment of a highly connected, intelligent transport system. In order to leverage data in this way we need to consider cybersecurity and set out a consistent approach about data usage to ensure there is a reliable single point of truth.

What are the benefits for people in Oxfordshire?

Data will help to improve our understanding of travel patterns and enable us to provide a safer, cleaner and more personalised transport network. In this way it will help to encourage alternatives to the private car and create a more efficient transport network for all users.

Collecting more granular data will support us in assessing the needs of different kinds of citizens. This will help to reduce inequalities by understanding and catering for the different accessibility needs of people and businesses.

As outlined previously, better real time data will improve our network management. This can allow near real time adaption to changes on transport networks, helping to minimise disruptions to journeys. It can also help us to prioritise walking, cycling and public transport making these journeys easier for residents.

Policy 77 – Oxfordshire County Council will implement a consistent approach to gathering, using and sharing data, in accordance with Innovation Framework guidance, which will be applied across monitoring, management and modelling.

Modelling

One application of transport data is through transport modelling. Transport modelling refers to the use of data in order to forecast anticipated future transport movements. Traditionally, modelling has been undertaken on a number of different levels, from strategic models through to more detailed microsimulation models.

We have been working in partnership with a number of organisations to create a new kind of model. The Oxfordshire Mobility Model (OMM) combines features of different types of models to provide the geographical spread of a strategic model, with the level of detail provided by microsimulation models.

This combination of features means that the model can be more widely applied to a variety of different needs, providing consistent information for decision making. Modelling will be used when developing and assessing schemes related to the LTCP. The OMM will ensure we have the best data available and a consistent approach. The limitations of modelling in predicting wider behavioural changes will be factored in where schemes seek to provide for active travel and public transport.

Why is this policy needed?

Models are primarily used to assess likely impacts of developments, schemes and projects and help to choose more favourable options. By developing the OMM we will have a model which incorporates better data and will provide improved information for decision making on these matters.

The OMM will also enable us to calibrate the baseline data against comprehensive monitoring data. This will improve the data which underpins our model and modelling outputs. It is important that we establish this feedback loop in order to:

- Create consistency in modelling outputs
- Improve decision-making
- Incorporate all current models and data
- Provide a single point of truth for planners, developers and other council teams

What are the benefits for people in Oxfordshire?

The primary benefit of developing and applying the OMM will be improved decision making which will in turn deliver better outcomes in support of our vision.

Another benefit to promoting use of the OMM is that there will be a consistent approach to modelling so that all developments and schemes are being assessed using the same data.

Policy 78 – Oxfordshire County Council will promote the use of OMM for both developers and planners as the first option.

Policy 79 – We will continue to develop OMM including:

- The integration of monitoring tools when ready
- Expanding the OMM capabilities and use cases as needed rather than create new isolated models

Policy 80 – Oxfordshire County Council will use modelling to support a ‘decide and provide’ approach rather than ‘predict and provide’ to support our transport vision.

Monitoring

It is important to consider how we monitor the LTCP and other transport interventions in the county. Monitoring interventions improves our understanding of their impacts. This data can be used to make improvements and inform the development of future solutions.

There are currently a number of issues associated with monitoring and evaluation. These include inconsistent monitoring, monitoring when it is too late, lack of methodological approach and challenges associated with data collection.

We are therefore seeking to improve the transport monitoring and evaluation process. We plan to achieve this through four primary actions:

- Establishing a systematic monitoring and evaluation methodology
- Conducting a data mapping and linking exercise within the county council
- Develop long term data strategies for all key policies
- Development of a monitoring tool

Why is this policy needed?

Improving monitoring and evaluation will enable us to collect data to inform future solutions. We also want to improve monitoring and evaluation to enhance our transparency and accountability.

We are committed to delivering the LTCP and our transport vision for Oxfordshire. In order to achieve these aspirations, it is important that progress is monitored, and we are held to account in areas that are not on track.

Development of a monitoring tool will be a key aspect of improving our approach to monitoring and evaluation. We are developing this tool in order to combine data inputs into one place and create a single point of truth. The tool will also integrate Key Performance Indicators allowing comparison of real life against targets.

What are the benefits for people in Oxfordshire?

Improving monitoring and evaluation will help us to improve how we design future schemes. This will support us in providing better transport infrastructure for Oxfordshire residents.

Improved monitoring and evaluation will help us to see what transport schemes support alternatives to the private car. This will improve delivery of our vision and deliver the benefits associated with reduced private car use.

Policy 81 – Oxfordshire County Council will work towards creating a monitoring and evaluation methodology and tools which combine datasets and can be consistently applied to monitoring development, schemes and infrastructure.

Policy 82 – Monitoring and evaluation tools will be used to support future policy formation and other relevant guidance to ensure learning is disseminated and acted on in future schemes and developments.

Policy 83 – The impact of transport schemes and development on specific groups will be identified to promote equitable intervention.

Policy 84 – Existing Oxfordshire County Council data sources will be mapped and linked to make the best use of previous investment. Further investment will be investigated to ensure ongoing data-based monitoring for key policies.

Freight and logistics

The movement of goods is essential to supporting many aspects of our lives at both the local and national level. However, there are a number of complex challenges surrounding the freight system, particularly at the local level.

The movement of goods in Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs) contributes to emissions, congestion and impacts on our environment. It is therefore necessary to ensure that goods are moved in a zero-carbon, efficient and safe manner if we are to achieve our vision.

This will involve encouraging cleaner vehicles as well as shifting the way in which goods are currently moved. By encouraging alternative modes of transport there is an opportunity to reduce the number of HGVs and LGVs on the county's roads.

Reducing the number of HGVs and LGVs will contribute to addressing congestion in urban areas. This will enable us to make better use of road space and create attractive places for people to walk and cycle in. It will also help reduce conflicts with vulnerable road users and improve road safety.

We believe that there are two key strands which can contribute to this in Oxfordshire: freight consolidation and cycle freight.

We have included high level policies focused on these key areas in this chapter. More detailed information can be found in the LTCP Freight and Logistics Strategy which has been published alongside the LTCP.

Freight and Logistics Strategy

A dedicated freight and logistics strategy is required to address the complex challenges associated with moving goods in Oxfordshire. In order to guide the strategy, we have identified a set of key principles which it will be structured around.

The supporting freight and logistics strategy includes more detail about the proposed policies and actions required to support delivery of our key principles.

What are the benefits for people in Oxfordshire?

Developing and delivering a freight and logistics strategy around our key principles will deliver a range of benefits to people in Oxfordshire. For example, ensuring that goods are moved using appropriate routes will help to improve health and wellbeing by reducing noise pollution, air pollution and vibration.

Efficient movement of goods through Oxfordshire will help to support the national economy and local economy. Measures to improve efficiency will likely help to tackle congestion, benefitting residents and operators by keeping costs down and helping to meet customer expectations.

Supporting low emission vehicles and measures to reduce local air pollutants from freight will contribute to delivery of a zero-carbon transport network and will help to improve health in Oxfordshire.

Policy 85 – Oxfordshire County Council will develop and deliver a freight and logistics strategy based around the principles of:

- Appropriate movement
- Efficient movement
- Zero-tailpipe emission, zero-carbon movement
- Reducing local air pollutants
- Safe movement
- Monitoring movement
- Partnership working

Freight consolidation

Freight consolidation is an important part of logistics. It allows for more efficient vehicle usage and can reduce both the number of vehicles and distance travelled.

Freight consolidation centres are operations that receive multiple small deliveries and convert them into fewer deliveries to the destination. This is often done in zero-emission vehicles or by cargo bike.

Freight consolidation centres can vary in scale and there are different operating models. Many consolidation centres are used by one company to improve the efficiency of their operation. However, other models exist where centres are used by multiple operators. The most common examples are urban consolidation centres, micro-consolidation centres and construction consolidation centres.

It is recognised that there are few examples of self-sustaining urban consolidation centres. However, many of those in operation have shown evidence of benefits. For example, the ‘Distropolis’ micro-consolidation centres in Paris have reduced the number of vehicles by 20%⁸³. In light of this, we will continue to review and explore the potential for freight consolidation with partners.

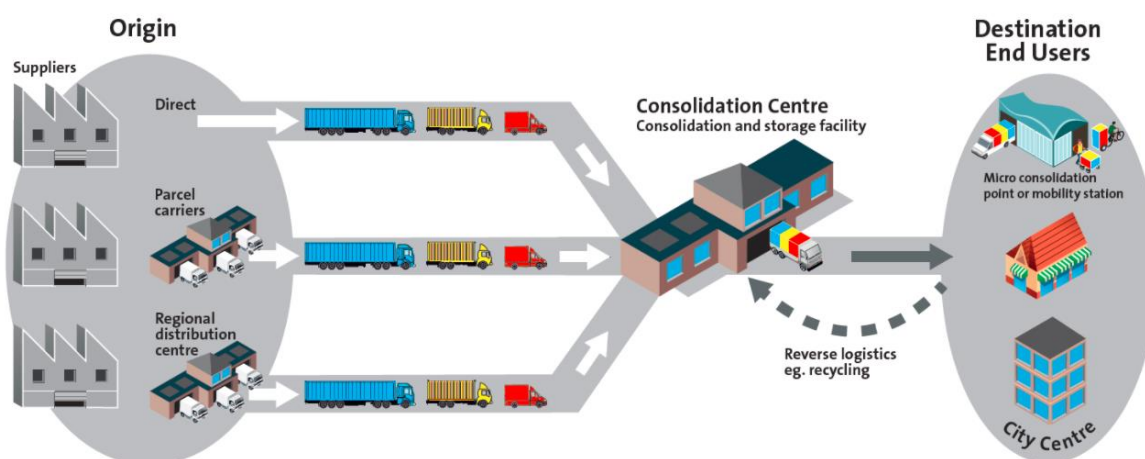


Figure 32 – Summary diagram of freight consolidation⁸⁴

⁸³ PBA and WYG (2018) Draft London Freight Consolidation Feasibility Study

⁸⁴ Travel West: Bristol Freight Consolidation Centre Case Study

Case Study – Bristol Freight Consolidation Centre

The Bristol Freight Consolidation Centre was initially set up as a pilot scheme in 2004 with European funding to help alleviate issues associated with freight in Broadmead, Bristol. Following the successful pilot, the operation grew, and the service extended to retailers in other parts of the central Bristol area

At its peak, a 70% to 80% reduction in the number of onward trips was seen by the freight consolidation scheme. This meant that for every 10 vehicles that made a delivery to the consolidation centre, just 2 or 3 onward journeys to central Bristol were made. This led to a reduction of 11,034 kg of CO₂ and 358 kg of NO_x⁸⁵.

Why is this policy needed?

Freight consolidation has the potential to help reduce carbon emissions and contribute to delivery of our vision. Consolidation centres can reduce the number of vehicles in an area and make use of zero emission vehicles of smaller classes which are readily available for 'last mile' delivery. This policy promotes freight consolidation and will ensure consideration of its requirements to deliver the associated benefits.

There is an opportunity to link freight consolidation centres and new developments so that they are built in and these benefits are delivered from the outset, this policy will help to ensure these opportunities are realised.

It may also be possible to establish rural consolidation centres to reduce the number of vehicles directly accessing rural towns and villages. This will deliver air quality improvements, as well as helping to protect the rural environment of Oxfordshire.

What are the benefits for people in Oxfordshire?

As outlined above, freight consolidation can help to reduce the number of vehicles. This will create more relaxing neighbourhoods and improve health by reducing air and noise pollution.

Reduced numbers of delivery vehicles will help us to create safe, attractive environments where a wide range of people choose to walk and cycle. Freight consolidation will also deliver benefits to freight operators by improving efficiency. This will reduce costs, supporting the local economy, businesses and jobs.

Policy 86 – Oxfordshire County Council will work with partners to improve the efficiency of goods movement and minimise its impacts by reviewing and exploring the potential for freight consolidation centres.

Policy 87 – Oxfordshire County Council will place a priority focus on enabling zero-emission last mile delivery when working with partners to design freight consolidation centres.

⁸⁵ Travel West: Bristol Freight Consolidation Centre Case Study

Cycle freight

Cycle freight refers to the transportation and delivery of goods using bicycles or electric bicycles. There is an existing cycle freight service which operates successfully in Oxford called Pedal and Post. We believe there is potential to expand the use of cycle freight within in Oxford, particularly with introduction of the Zero Emission Zone, and in other towns.

Case Study – Pedal and Post

Pedal and Post is a sustainable courier and storage firm operating in Oxford. Pedal and Post uses cargo bikes to deliver medical supplies and samples, e-commerce parcels and other items.

Pedal and Post have various partnerships including with Baxter Healthcare and OUH Trust. As part of this partnership, more than 25,000 products were delivered between August 2020 and February 2021. This service has halved the time it takes for products to travel from Baxter’s compounding facility in Cowley to the hospital site⁸⁶.

As of August 2021, Oxfordshire County Council are working to purchase e-cargo bikes for Pedal and Post, which will include a set of lease bikes for Oxford businesses to lease at low cost to try out before they buy.



Figure 33 – Cycle freight operated by Pedal and Post in Oxford⁸⁷

⁸⁶ <http://www.pedalandpost.co.uk/pedal-post-pedal-power-drives-improved-medical-service-and-greener-deliveries/>

⁸⁷ <http://www.pedalandpost.co.uk/>

Why is this policy needed?

In order to deliver a zero-carbon transport system, support clean growth and protect the county's natural and historic environment it is necessary to shift the way goods are currently moved. Cycle freight is a viable alternative for replacing short LGV and HGV trips and will therefore contribute to achieving these aspirations.

It is also important that we support the freight industry and local businesses by ensuring efficient and reliable journey times. Cycle freight can bypass traffic offering reliable journey times. Bicycles also have lower running costs than vans or HGVs, offering local businesses a cheaper option for delivery.

What are the benefits for people in Oxfordshire?

Cycle freight will help to reduce the number of motorised vehicles. This will improve health and wellbeing by reducing emissions from HGVs and LGVs. It will also help to reduce congestion and noise pollution.

Encouraging the use of cycle freight will help to reduce the dominance of motor vehicles and create safe, attractive environments where residents choose to walk and cycle. This will help to deliver our vision and the benefits of physical activity outlined previously.

Cycle freight could also deliver benefits to local businesses through improved journey time reliability and reduced costs, helping to support the local economy and jobs.

Policy 88 – Oxfordshire County Council will promote cycle freight to support a shift from motorised transport to bicycles. In order to achieve this, we will work with partners to share knowledge and investigate opportunities related to cycle freight.

Regional connectivity and cross-boundary working

Having outlined our policies for discouraging unnecessary individual private vehicle use and encouraging walking, cycling, public and shared transport, the final two chapters consider the principles for how we will deliver these measures.

The first of these, is considering regional connectivity and working with the cross-boundary partners outlined in the Oxfordshire context chapter. It is important that we consider how we work with these partners to deliver improvements that support our vision.

This chapter is also important because transport is not confined by county boundaries and we recognise that residents travel to surrounding counties for work and leisure. Working with partners will help to improve travel choices and journey experiences for these residents.

What do we mean by regional strategy and cross-boundary working?

Regional strategy considers similar themes to local policies and strategies but gives greater focus to where solutions to transport issues can benefit from shared approaches or best practice, for example first/ last mile connectivity.

Strategies that are linked to typically longer travel flows, can also be more suited to being considered at a regional scale. Such strategies can include freight, rail and longer-distance coach/ bus travel.

Cross boundary working refers to the relationships developed between neighbouring local highway and unitary authorities to achieve joint ambitions and collaborate, in the context of our duty to cooperate obligations. Cross boundary working can also involve infrastructure providers such as National Highways and Network Rail whose transport networks invariably cross many administrative boundaries.

Why does Oxfordshire County Council champion partnership working?

Oxfordshire County Council recognises the value and benefits of cultivating good working relationships with surrounding local authorities, regional/ sub-national and statutory bodies. These benefits include:

- More efficient and effective use of resources.
- A single voice to funding bodies creating a unified and stronger message.
- Local and regional issues can be understood together, ensuring greater compatibility in the development of policies and projects.

What is Oxfordshire County Council's approach to working with others on infrastructure planning?

Oxfordshire County Council has a role in both collaborating with key partners locally, regionally and nationally, but also influencing the approach to relevant workstreams and projects that have an impact on Oxfordshire.

At an Oxfordshire level, we actively seek to collaborate with the Oxfordshire District and City Councils both individually and collectively on strategic matters as part of the

Oxfordshire Growth Board. At a regional level, we are also involved in collaborating on joint studies with EEH.

As government-led OxCam Arc proposals grow in momentum, we also welcome the opportunity to collaborate on cross-cutting policies across the pillars of infrastructure, including transport, environment, economy and strategic planning. We will seek to influence those policies that have direct relevance to Oxfordshire on the basis of our agreed LTCP policy commitments and our other existing or emerging strategies.

When working with neighbouring authorities, sub-national transport bodies and statutory bodies, there will be a particular focus on the LTCP vision and our objectives to reduce private car use and delivery a zero-carbon transport system.

Policy 89 – Oxfordshire County Council commit to working collaboratively with sub-national transport bodies and will seek to influence regional work being led by Network Rail and National Highways on the development of the rail, road, public transport and active travel networks. Our collaboration will be guided by relevant policies included in the LTCP. Of particular importance will be working collaboratively on the de-carbonisation of the transport network.

Policy 90 – We will continue to work with neighbouring authorities to improve walking, cycling and public transport connectivity in cross-boundary locations to support the needs of those local communities affected. We will also continue to work with Oxfordshire local planning authorities, the Oxfordshire Local Enterprise Partnership and the Future Oxfordshire Partnership on these cross-boundary issues.

Local connectivity

Local connectivity is a key aspect of many everyday lives. The ease of journeys, choices available and experience of travelling all affect health, wellbeing and equality in the county.

The policies outlined in the LTCP have been identified to help to address these issues and improve local connectivity, whilst creating a healthier and more attractive Oxfordshire.

However, in addition to the high level policies outlined in the LTCP, we recognise that there is a need to create more detailed plans for specific towns, road corridors and areas. These strategies will be the main way in which the LTCP policies are developed into specific scheme proposals.

Area transport strategies

A set of area and route strategies were published in support of LTP4. This included strategies for the A40, A420, Banbury, Bicester, Carterton, Science Vale (Wantage, Grove, Didcot, Harwell, Milton, Culham), Witney and Oxford.

We have reviewed these strategies and the progress made on delivering them as a first step in our process to update them. We have summarised the progress made on delivering these strategies since their adoption in Appendix 5.

Our review of the LTP4 area and corridor strategies has identified the need for them be redeveloped. The primary reasons for this are to consider changes since LTP4 such as changes to population and the changing priorities outlined in the LTCP. Our proposed approach to development of the LTCP area and corridor strategies is outlined in the following policies.

Why is this policy needed?

The LTCP area strategies will outline how the LTCP vision and outcomes are delivered in locations across the county. They will create more detailed plans that can be used to guide future scheme development, funding bids, responses to planning applications, developer contributions and will support and enable sustainable growth.

We anticipate that the policies in the LTCP will form a 'toolkit' for the area transport strategies. The area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. Where developed, LCWIPs will be incorporated into area strategies to identify walking and cycling schemes.

We are seeking to increase the geographic coverage of the area strategies through a blending of geographic scopes. This will be achieved through a tiered approach, with some strategies covering broader areas in less detail.

The LTCP area strategies will be produced as a 'part 2' in 2022. This will allow more time to develop the detail and will allow for the area strategies to better fit with:

- Oxfordshire Plan 2050

- Arc Spatial Framework development
- Local Plan development
- EEH Regional Connectivity Studies

The proposed LTCP area strategies are shown below:

District	Town / area
Cherwell	Cherwell (smaller settlements for example Deddington, Kirtlington, Upper Heyford)
	Bicester
	Banbury
West Oxfordshire	West Oxfordshire (smaller settlements for example Burford, Woodstock)
	Carterton
	Eynsham
	Witney
	Chipping Norton
Vale of White Horse	Vale of White Horse (smaller settlements for example Shrivenham, Kingston Bagpuize)
	Abingdon
	Faringdon
South Oxfordshire	South Oxfordshire (smaller settlements for example Watlington, Chinnor, Chalgrove)
	Henley on Thames
	Wallingford
	Thame
	Science Vale (Wantage, Grove, Didcot, Harwell, Milton, Culham)
Oxford	Central Oxfordshire (Oxford, Horspath, Wheatley, Kidlington and surrounding villages, 'unmet needs sites')

Figure 34 – Area transport strategies for development

What are the benefits for people in Oxfordshire?

Producing updated area transport strategies will outline how the LTCP policies are delivered across the county. The area transport strategies will put our transport user hierarchy into practice and deliver schemes that consider human health first. This will improve walking, cycling public and shared transport infrastructure and help us to create healthy communities across Oxfordshire.

Policy 91 – Oxfordshire County Council will produce area transport strategies that align with the LTCP vision and translate the LTCP policies into schemes for use in bidding, funding and developer negotiations. Strategies will be developed for the areas outlined on figure 34.

Transport corridor strategies

In terms of road links, the county relies heavily on the A34 for internal trips which carries up to 70,000 vehicles per day. However, there are several other key road links for local connectivity including the A40, A420, A41 and A44.

Identifying improvements to these corridors that align with the LTCP, will address inter-urban journeys and link the area transport strategies together as part of an integrated countywide transport network.

Why is this policy needed?

As with the area transport strategies, there is a need to develop more detailed strategies for key transport corridors to outline how the LTCP will be delivered in practice.

We recognise that journeys in Oxfordshire are mixed, with movement both within and between towns. It is therefore necessary to consider how we can improve journeys on key corridors between towns.

Previously, approaches to key transport corridors have largely been focused on the motorised vehicles. Therefore, we need to consider how our approach needs to change in the context of the LTCP to promote walking, cycling, public and shared transport, whilst acknowledging the rural nature of the county.

What are the benefits for people in Oxfordshire?

Producing updated transport corridor strategies will help to deliver the LTCP in practice and deliver many of the benefits described elsewhere in this document. This includes improving facilities for walking and cycling and increasing the attractiveness of public transport on key corridors to improve health, wellbeing, journey time reliability and reduce transport's impact on the environment.

Policy 92 – Oxfordshire County Council will produce transport corridor strategies that align with the LTCP vision and translate the LTCP policies into schemes for use in bidding, funding and developer contributions. Strategies will be developed for:

- a. A40
- b. A420
- c. A41
- d. A44
- e. M40/A34

Rural journeys

The LTCP and the policies in it apply to all of Oxfordshire. However, it is recognised that residents in rural communities face specific connectivity challenges that will require a targeted approach.

Oxfordshire is the most rural county in the south east with 2.6 people per hectare compared with the regions average of 4.8 people per hectare. 40% of the population live in smaller towns and villages⁸⁸ and so there is a need to consider how we

⁸⁸<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2017>

improve connectivity for these residents, in the context of the LTCP. Specific challenges that residents in rural areas have include:

- Poorer provision of and access to digital connectivity.
- Reduction and removal of public transport services.
- Fewer dedicated walking and cycling routes.
- Fewer local facilities and services, increasing the need to travel.
- Roads that are less intensively managed than urban and main roads.
- Public rights of way that could be better connected and managed.
- Older average population with different mobility needs.

Existing transport patterns show that in rural villages, the car and van are used significantly more than other modes of transport. In 2016 to 2017 they accounted for 76% of trips, compared to 53% in urban locations⁸⁹. Tailored solutions to account for this are required.

Furthermore, the Office for National Statistics projects that from 2016 to 2041 over 80% of population growth will be within the over-65 age group, with those in the over-85 age category almost doubling in the same period.

When we consider that almost 50% of over 80s are unable to travel easily to their nearest supermarket⁹⁰ and that much growth will be in rural areas and peri-urban areas by necessity, this issue is likely to worsen. This further highlights the need for specific consideration of rural journeys.

Why is this policy needed?

Our vision seeks to make walking, cycling, public and shared transport the natural first choice for journeys. All of these modes face specific challenges in rural areas as outlined above. However, we believe that many of the policies in the LTCP can be tailored to rural areas. We have outlined below which LTCP policies will be central to addressing the challenges facing rural residents.

Poorer provision of and access to digital connectivity

- *Digital infrastructure and 5G policies* – These policies seek to expand digital connectivity across the county and will enable rural residents to work, shop and access services such as GP appointments from home.

Reduction and removal of public transport services

- *Bus strategy* – The principles outlined in the bus strategy policy will apply across the county. The policy will be supported by our Bus Service Improvement Plan, bus strategy and area transport strategies which will consider rural bus journeys in more detail.
- *Community transport* – Working with local communities to develop community transport solutions will help to tackle isolation, improve connectivity and provide a transport option in rural areas without a traditional bus service.
- *Mobility hubs* – We are supportive of and will explore the development of rural mobility hubs to improve connectivity.

⁸⁹ Government Office for Sciences, A time of unprecedented change in the transport system, January 2019

⁹⁰ Holley-Moore and Creighton, 2015

Fewer dedicated walking and cycling routes

- *Strategic Active Travel Network* – The SATN will identify inter-town routes and provide us with a strategic approach to planning walking and cycling interventions in rural areas.
- *Greenways* – Many Public Rights of Way (PRoW) in Oxfordshire are in our rural areas. Developing these into high quality multi-user routes will help to improve walking and cycling routes in rural areas.

Fewer local facilities and services, increasing the need to travel

- *20-minute neighbourhoods* – The 20-minute neighbourhood approach can be tailored to rural areas. This includes:
 - Developing our market towns as 20-minute neighbourhoods.
 - Improving walking and cycling connectivity between small villages so that a range of services are accessible locally. Measures such as the SATN, Greenways and Slow Ways can help to achieve this.
- *Digital infrastructure and 5G policies* – Will support people to access services from home, as outlined previously.
- *Zero Emission Vehicles* – As part of work to develop a long term ZEV infrastructure strategy we will consider ways to support rural residents so that when travel is required it can be done so in a zero-carbon way.

Roads that are less intensively managed than urban and main roads

- *Asset management* – With adoption of the LTCP there is an opportunity to review our approach to asset management, in accordance with our transport user hierarchy.

Public rights of way that could be better connected and managed

- *Strategic Active Travel Network and Greenways* – As highlighted previously, these policies will help us to plan for and better connect public rights of way in rural areas.

Older average population with different mobility needs

- *Healthy Streets Approach and Health Impact Assessment* – These are applicable in both rural and urban areas. Embedding them into our guidance and decision making will ensure future work in rural areas considers different mobility needs and health inequalities.
- *Connected and Autonomous Vehicles (CAV)* – Supporting the deployment of CAV's will help to improve the future accessibility of older people in rural areas.

We will also continue to explore new approaches and technology which can play a role in improving rural transport connectivity. This could include rural car clubs and demand responsive transport services.

It is recognised that cars will continue to be a part of the transport system in Oxfordshire. However, we want to accelerate the rate at which existing cars are replaced with zero emission vehicles to improve air quality. In order to achieve this in rural areas we will need to consider the approach to BEV charging provision.

What are the benefits for people in Oxfordshire?

By delivering tailored solutions in rural areas we can encourage and increase the use of walking, cycling, public and shared transport modes. This will ensure we are delivering the vision across the county and that everyone is receiving the health benefits of physical activity and clean air.

It will also help to improve connectivity in rural areas, providing more choice for everyday journeys, as well as tackling isolation and inequalities.

Policy 93 –Oxfordshire County Council will work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that improve connectivity, accessibility, and contribute to delivery of our transport vision.

Funding and implementation

The LTCP outlines a clear vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

As outlined throughout the document, we plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicle and making walking, cycling, public and shared transport the natural first choice. The policies included in the LTCP are the tools that we believe are necessary to achieve this.

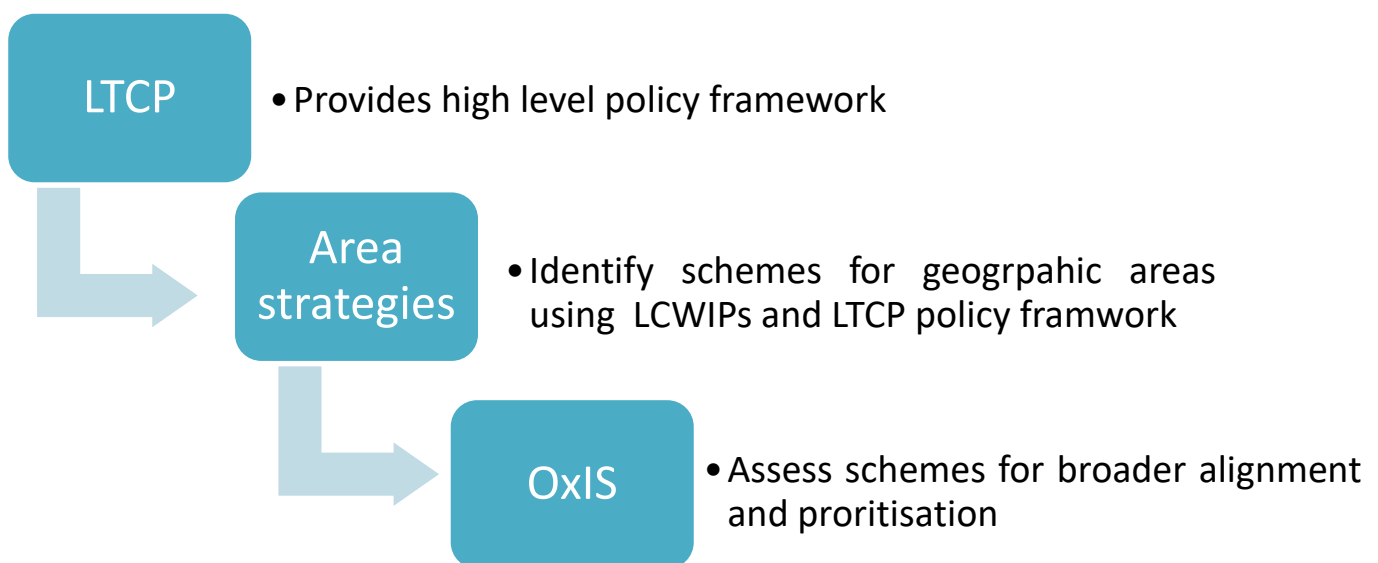
This chapter of the LTCP builds on the local connectivity chapter to outline how we will deliver the policies and overall vision. This includes identifying potential funding sources and timescales.

Policy to scheme process

The LTCP provides the high level policy framework to guide future work on transport in the county. Many of these policies will ultimately be delivered as transport schemes.

The area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. This will create more detailed plans and identify specific schemes.

Schemes from the area strategies will then be assessed via the Oxfordshire Infrastructure Strategy framework. This will ensure proposals are meeting broader council policy and help with prioritisation. They will then progress through the development pipeline as suitable funding arises and be included in relevant strategies such as local plans and their associated infrastructure delivery plans.



Implementation

The LTCP will be delivered in a number of ways. This includes physical infrastructure improvements and the creation of new infrastructure. However, the LTCP will also be delivered through the planning process and other means. An overview of all delivery processes is outlined in this section.

Delivery of physical infrastructure and services

In order to deliver some policies in the LTCP there will need to be new and improved services and infrastructure. These improvements will be funded in a range of ways. Further detail about funding is provided later in this chapter.

Influencing development

Working closely with the district councils there is an opportunity to shape the Oxfordshire Plan 2050. The Oxfordshire Plan 2050 will contain policies about where housing is allowed and how developments are built. Embedding LTCP policies such as 20-minute neighbourhoods, will help to shape these developments from the outset and contribute to delivery of the vision.

The county council also responds to planning applications and negotiates with developers regarding contributions. The transport user hierarchy policy will guide how the county council addresses these situations. In this way, walking and cycling will be prioritised, and new developments will contribute to delivery of the LTCP.

Council decision making processes

The LTCP will also be implemented by changes to the county council's guidance and decision making processes. Application of the transport user hierarchy and Healthy Streets approach will guide how the county council approach transport. This shift will prioritise walking and cycling and ensure that all decision making is contributing to delivery of the LTCP.

As outlined in policy 11, we will make Health Impact Assessments a requirement for future schemes. This will further help to deliver the LTCP policies by ensuring consideration of human health.

Funding

Many of the policies identified in the LTCP will require funding to deliver. However, councils no longer receive funding directly to spend on transport improvements. We will therefore work hard to identify alternative funding sources to enable delivery of the LTCP. Key potential funding sources are outlined below.

Funding bids

From time to time, there are opportunities to submit bids to specific grant funding opportunities. These funding opportunities come from a range of sources including central government and the DfT.

With tightening local authority budgets, these opportunities are particularly valuable, allowing us to carry out work no longer affordable from Council budgets. We will seek to bid for every suitable opportunity.

Case Study - Active Travel Fund

The Department for Transport's Active Travel Fund supports plans to reallocate road space to cyclists and pedestrians and create an environment that is safer for walking and cycling.

The fund has so far been allocated in 2 phases. Oxfordshire County Council submitted and successfully received, over £3 million in funding from our phase 1 and 2 submissions. This has led to the delivery of a range of walking and cycling schemes across the county. Further details can be found on the Active Travel Fund page on our [website](#).

In August 2021, we submitted a bold funding bid containing over £21 million of schemes to the third round of the Active Travel Grant. We expect to hear the outcome of the bid in Winter 2021.

Developer contributions

Developers either contribute towards improvements to mitigate their transport impacts either through direct legal agreements or carry out works themselves under S278 Agreements with the Council.

In some situations, a Community Infrastructure Levy is also payable to the district or city council, and the County Council may be able to agree with the relevant authority to use some of those funds for transport schemes.

Through this it is possible for developers to deliver infrastructure, provide for new or extended bus services or contribute towards larger schemes. We will continue to work with developers to secure contributions which help to deliver the LTCP.

Partnership working

Funding or delivery opportunities may also be available to our partners such as the Local Enterprise Partnership (LEP), district and city councils. We will continue to work with these partners to take account of the various funding sources available.

There may also be funding opportunities available through neighbouring local authorities. We will seek to work strategically with other local authorities, where applicable, to secure and develop further funding opportunities.

Demand management

We are proposing several demand management measures including the workplace parking levy and zero emission zone. Further CAZs or ZEZs will also be considered. These measures will provide a funding stream which could be used to deliver other transport schemes outlined in the LTCP.

Implementation plan

We have developed high level implementation plans to show indicative timescales for delivery of the LTCP policies. This helps to highlight the phasing of interventions and that some policies will take more time to develop and implement than others.

A summary of timings is shown below, the full implementation plans for each policy focus area can be found in Appendix 4. More detailed implementation plans will be developed as part of the area transport strategies.

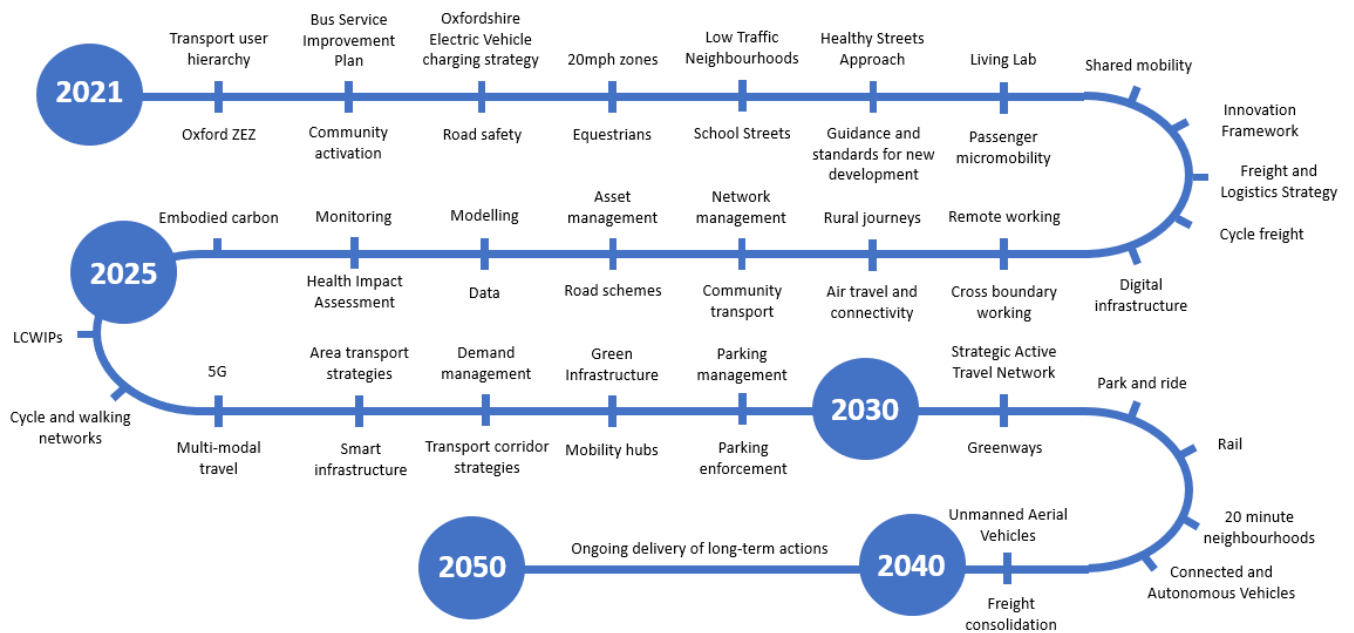


Figure 35 – LTCP implementation plan summary

Monitoring

Monitoring of the LTCP is important for us to track progress and ensure we are on track to deliver the vision. Monitoring will also help to inform future decision making by assessing the performance of schemes and the benefits they deliver.

In order to monitor the LTCP we have identified a set of key performance indicators (KPIs). An initial set of proposed measurables was included in the LTCP vision document. Feedback on these has been used to create the KPIs in this chapter.

As outlined in the monitoring policy, we will also work to create a tool which allows for the monitoring of individual housing developments and transport schemes to help to inform our understanding.

We intend to review the LTCP on an annual basis. As part of this, we will publish monitoring reports to demonstrate progress on delivering the LTCP, progress made against the headline targets and performance against the KPIs. This process will ensure that we are delivering the level of change required.

We have not identified specific targets for all of the KPI's. Instead, all policies and schemes are working towards delivery of our headline targets and mode specific targets in supporting strategies. The KPIs will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess the effectiveness of the KPIs and look at other ways of reviewing data.

Key Performance Indicators

Focus area	KPI
Transport emissions	Road transport emissions (Mt CO ₂)
Walking and cycling	Percentage of residents walking / cycling utility vs leisure
	Number of walking / cycling trips
Physical activity	Percentage of adults / children meeting physical activity recommendations
Healthy Streets	Healthy Streets score improvements
Road safety	Total number of KSI
	Number of KSI per mode
Public transport	Number of bus passenger journeys
	Number of rail passenger journeys (rail station entries and exits)
	Number of park and ride passenger journeys
Digital connectivity	Percentage of premises with superfast broadband
	Percentage of premises with full fibre broadband
Air quality	Transport emissions in Oxfordshire
	Years of healthy life lost due to air pollution
Private car	Car vehicle miles in Oxfordshire
	Number of car trips
	Number of registered battery electric vehicles
Road highways maintenance condition	Percentage of roads in good/fair/poor condition

Glossary

A

Areas of Outstanding Natural Beauty (AONB): A designated exceptional landscape whose distinctive character and natural beauty are precious enough to be safeguarded in the national interest⁹¹.

Automatic number plate recognition (ANPR): Technology that reads vehicle registration plates.

B

Battery Electric Vehicles (BEVs): A vehicle that uses an electric motor with energy stored in rechargeable battery packs.

C

Clean Air Zones (CAZs): An area where vehicles with higher tailpipe pollutant emissions are restricted or charged for access.

Community Safety Assessment (CSA): Assess the potential impact of schemes on community safety.

Connected and Autonomous Vehicle (CAV): Vehicles equipped to exchange information with surrounding environment and can operate in a mode which is not being controlled by an individual⁹².

COVID-19: An infectious disease caused by a newly discovered coronavirus. Responsible for a global pandemic in 2020-21.

D

Demand responsive transport (DRT): A flexible mode of transportation that adapts to the demands of its user groups⁹³.

Department for Transport (DfT): The government department responsible for the English transport network.

E

Electric bike (e-bike): Bicycles with a battery-powered assist.

Electric scooter (e-scooters): Motorised stand up scooter with an electric motor.

⁹¹ <https://landscapesforlife.org.uk/>

⁹² Automated and Electric Vehicles Act 2018

⁹³ Interreg Europe: Demand Responsive Transport

Electric vehicle (EV): A vehicle that uses an electric motor for propulsion, comprising BEV's, as well as plug-in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.

England's Economic Heartland (EEH): Partnership authority group, which functions as a non-statutory sub-national transport body.

Equalities Impact Assessment (EqIA): Process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic.

E

Hydrogen Fuel-Cell Vehicles (FCEV): Electric vehicles with a hydrogen fuel cell system instead of a battery pack.

G

Green infrastructure (GI): A network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits.

Gross Domestic Product (GDP): Monetary measure of the market value of all the final goods and services produced in a specific time period.

H

Habitats Regulation Assessment (HRA): Refers to the several distinct stages of Assessment which must be undertaken to determine if a plan or project may affect the protected features of a habitats site⁹⁴.

Health Impact Assessment (HIA): Practical approach used to judge the potential health effects of a policy, programme or project on a population⁹⁵.

Heavy Goods Vehicles (HGV's): Commercial trucks that feature a gross combination mass of over 3500kg.

Hydrogen Fuel-Cell Vehicles (FCEV): Electric vehicles with a hydrogen fuel cell system instead of a battery pack.

I

Innovation Hub (iHUB): Oxfordshire County Council's innovation team.

Integrated Sustainability Appraisal (ISA): Assessment that combines the SEA, HIA, EqIA, CSA and HRA processes.

⁹⁴ <https://www.gov.uk/guidance/appropriate-assessment>

⁹⁵ https://www.who.int/health-topics/health-impact-assessment#tab=tab_1

Internal combustion engine (ICE): Vehicle that is powered using a traditional petrol or diesel engine.

Internet of Things (IoT): System of interrelated, internet-connected objects that are able to collect and transfer data over a wireless network without human intervention⁹⁶.

K

Key performance indicators (KPI's): A quantifiable measure of performance over time for a specific objective.

Killed or Seriously Injured (KSI): Standard metric used to measure road safety.

L

Light Goods Vehicles (LGV): Commercial trucks that feature a gross combination mass of under 3500kg.

Local Cycling and Walking Infrastructure Plans (LCWIPs): Strategic policy documents that identify improvements to active travel infrastructure at the local level.

Local Enterprise Partnership (LEP): Voluntary partnerships between local authorities and businesses.

Local Industrial Strategy (LIS): Documents that aim to increase regional economic productivity.

Local Transport and Connectivity Plan (LTCP): Oxfordshire County Council's new Local Transport Plan.

Local Transport Plan 4 (LTP4): Oxfordshire County Council's previous Local Transport Plan (2015-2031).

Low Traffic Neighbourhood (LTN): Residential areas where through motor traffic is prevented by traffic filters, whilst still allowing access for cycling and other forms of micromobility.

M

Mobility as a Service (MaaS): The integration of various forms of transport services into a single mobility service accessible on demand⁹⁷.

N

National Nature Reserves (NNRs): Established to protect important habitats, species and geology, and to provide 'outdoor laboratories' for research.

⁹⁶ <https://www.aeris.com/in/what-is-iot/>

⁹⁷ <https://maas-alliance.eu/homepage/what-is-maas/>

New Roads and Streetworks Act (NRSWA): Provides a legislative framework for street works by contractors and works for road purposes.

O

Oxfordshire County Council (OCC): The county council for Oxfordshire.

Office of Rail and Road (ORR): The independent safety and economic regulator for Britain's railways and monitor of National Highways⁹⁸.

OUH Trust: Oxford University Hospitals NHS Foundation Trust

Oxford to Cambridge Arc (OxCam Arc): The Oxford to Cambridge Arc has been identified by the Government as a national economic priority. The Arc is formed of five ceremonial counties: Oxfordshire, Northamptonshire, Buckinghamshire, Bedfordshire and Cambridgeshire.

Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS): Strategy jointly produced by the Oxfordshire councils which sets out the policies and plans to realise our vision for EV charging in Oxfordshire.

Oxfordshire Growth Board: A joint committee of the six councils of Oxfordshire together with key strategic partners.

Oxfordshire Knowledge Spine: Key north-south corridor that covers Bicester, Oxford and Science Vale.

Oxfordshire Mobility Model (OMM): The new strategic transport model for Oxfordshire.

Oxfordshire Rail Corridor Study (ORCS): Rail study that was funded and progressed as a partnership between the Department for Transport, local stakeholders and the rail industry.

Oxfordshire Strategic Model (OSM): The previous strategic transport model for Oxfordshire.

P

Park and Ride (P&R): Parking facilities with public transport connections that are located outside of city/town centres.

Public Rights of Way (ProW): Network of routes where public use is legally protected.

S

⁹⁸ <https://www.gov.uk/government/organisations/office-of-rail-and-road>

S278 Agreements: A section of the Highways Act that allows developers to enter into a legal agreement with the council to make permanent alterations or improvements to a public highway, as part of a planning approval.

Sites of Special Scientific Interest (SSSI): Formal conservation designation, usually it describes an area that's of particular interest to science due to the rare species of fauna or flora it contains.

Strategic Active Travel Network (SATN): Oxfordshire County Council project aimed at providing a county-wide approach to walking and cycling connectivity.

Strategic Environmental Assessment (SEA): Assessment that aims to ensure environmental and other sustainability aspects are considered effectively in policy making.

Strategic Road Network (SRN): Roads managed by National Highways comprising motorways and some A roads.

Sustainable drainage systems (SuDS): Designed to manage stormwater locally (as close its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment⁹⁹.

I

Transport Systems Catapult (TSC): One of eleven elite technology and innovation centers established and overseen by the UK's innovation agency, Innovate UK. Now known as the Connected Places Catapult.

U

Ultra-Low Emission Zone (ULEZ): The charging low emission zone in central London.

Unmanned Aerial Vehicles' (UAV): Remote-controlled aircraft or small aerial devices which do not have an on-board pilot.

Z

Zero Emission Vehicles (ZEV): A vehicle which emits 0g of carbon dioxide from the tailpipe per kilometre travelled.

Zero Emission Zones (ZEZs): An area where all vehicles except those with zero tailpipe emissions are restricted or charged.

⁹⁹ [https://www.local.gov.uk/topics/severe-weather/flooding/sustainable-drainage-systems#:~:text=Sustainable%20drainage%20systems%20\(SuDS\)%20are,infiltration%2C%20attenuation%20and%20passive%20treatment.&text=With%20this%20in%20mind%2C%20the,SuDS%20should%20always%20be%20considered.](https://www.local.gov.uk/topics/severe-weather/flooding/sustainable-drainage-systems#:~:text=Sustainable%20drainage%20systems%20(SuDS)%20are,infiltration%2C%20attenuation%20and%20passive%20treatment.&text=With%20this%20in%20mind%2C%20the,SuDS%20should%20always%20be%20considered.)

Appendix 1 - Health Impact Assessment of infrastructure schemes checklist

As outlined in policy 12, we are proposing to expand the use of Health Impact Assessments (HIAs). This checklist has been designed to support HIAs. It provides questions to consider when assessing a proposal. The questions are not exhaustive, and not all questions will be of relevance to all proposals.

These questions are included in an assessment tool which will be shared with relevant stakeholders for use at different stages of scheme development. The assessment should be undertaken as early as possible in the development process so that potential health gains can be maximised and any negative impacts mitigated.

When assessing schemes using the tool, schemes are scored from -1 to +4:

- -1 = Makes current situation worse
- 0 = No change to current situation, out of the scheme's control or not relevant
- 1 = Slight improvement
- 2 = Notable improvement
- 3 = Drastic improvement
- 4 = Gold standard

Where a full HIA is to be conducted, the scope should be agreed with the County Council public health team and be informed by local guidance on use of HIAs.

Checklist questions

Key requirements and principles of LTN 1/20	
Direct	Routes provide the shortest and fastest way of travelling from place to place and getting to the site.
	Cycle routes flow, feeling direct and logical.
	Access control measures, such as chicane barriers and dismount signs, are not used.
Safe	Cyclists are physically separated and protected from high volume motor traffic.
	Pedestrians are physically separated and protected from high volume motor traffic.
	There is a high level of safety between active travel modes (i.e. pedestrians and cyclists can coexist safely and with adequate space).
	The scheme area is perceived to be safe from a personal safety perspective e.g. crime.
Comfortable	Cycle infrastructure should be accessible to everyone, taking into account all age groups, disabilities etc.
	Routes are monitored and maintained to a high standard.
	Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
	Schemes must be easy and comfortable to ride.
Attractive	Environment should be attractive and stimulating.
	Environment should be free from litter and vandalism.
Coherent	People must be able to reach their destinations easily.

	Schemes must be legible, understandable and easy to navigate.
	Schemes must be clearly and comprehensively signposted and labelled.
	Schemes must be consistent and of high quality.
Other	Cycle infrastructure caters for a significant number of cyclists, and for non-standard cycles.
	Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach.
	Provision of secure and accessible cycle parking.
Additional requirements taken from the Healthy Place Shaping Infrastructure Ranking Tool	
Other	Opportunities for active travel have been provided and/or enhanced.
	The needs of children are met.
	The needs of older people are met.
	The needs of minority groups such as the LGBT and BAME communities are met.
	The needs of those with mental or physical disabilities are met.
	The needs of users from areas of deprivation have been met.
	The scheme increases access to natural and green spaces, sports and recreational areas/land.
	The scheme adopts measures to tackle the impacts of climate change e.g. use of SUDS as flood protection and tree planting for shading.
	The scheme creates a safe environment which promotes good physical and mental health, on approach to the scheme location (where applicable).
	The scheme creates a safe environment which promotes good physical and mental health, while within the boundary of the scheme.
	Infrastructure enhances and protects connectivity between communities, destinations and places e.g. enhanced connectivity between homes, businesses and services, community spaces and the '20-minute neighbourhood'.
	The scheme promotes social interaction between a wide range of users at different times e.g. there are places to stop, rest and interact with other people.
	Integrates green and blue infrastructure, protects biodiversity, natural capital and climate resilience into scheme design and maintenance e.g. green walls, planters, water (where applicable).
	The impacts on health and wellbeing have been mitigated and reflected in the design.
	Health and health enabling infrastructure are referenced in the scheme objectives as something that will receive dedicated focus in the design.
	The design contract requires the delivery of Active Travel infrastructure (where applicable).
	The construction contract requires the delivery of Active Travel infrastructure (where applicable).

Appendix 2 – Guidance and standards for new developments

Connectivity between new developments and existing settlements

- Plan at an early stage and deliver direct and safe connections which prioritise access on foot, bike or bus between neighbouring settlements and places of employment, retail, education and leisure facilities. This includes improving existing cycling and walking infrastructure that link the development to neighbouring communities.
- New roads and junctions (including signals and roundabouts) to developments need to prioritise walking, cycling and public transport so that there is sustainable access for residents and businesses.
- New roads and junctions need to be futureproofed in line with the Innovation Framework.
- New roads should be designed in accordance with DfT's 'Manual for Streets', and Oxfordshire County Councils Street Design Guide.
- New streets should be designed in accordance with the Healthy Streets Approach.
- Implement traffic calming measures including 20 mph limits on sustainable routes to new developments to ensure safety.
- Excellent access to interchanges with other transport networks such as rail and park and ride hubs need to be designed and delivered early in the development.
- Plan ahead for future sustainable links where there are potential development extensions.
- Consider measures for deliveries to be deployed in a sustainable way e.g. freight consolidation to reduce impacts of larger vehicles in residential areas.

Connectivity within the new development

- Comprehensive networks for cycling, walking and public transport which offer direct, continuous and uninterrupted routes to facilities need to be delivered in Phase 1 of the development.
- Spatial planning should aim to deliver well connected, walkable 20-minute neighbourhoods with facilities within the development that reduce the need for travel.
- Walking and cycling routes should be safe (consider surveillance, sight lines, lighting), convenient (consider directness, design speeds, minimise need to stop or divert), well landscaped, and designed to provide an inclusive street environment that meets the needs of people from early to later life.
- Wayfinding should be installed to promote movement on foot/by bike and needs to be designed to encourage residents to use active travel for short trips.
- Filtered permeability and low traffic neighbourhoods should be included, making cycling and walking routes more direct and attractive than using a car.

- Ensure the needs of those walking, including older or disabled residents, are fully considered, such as the need for shade and shelter (e.g. trees), gradients and seating for rest on the way.

Access to local facilities, services and employment

- Create easy access on foot/by bike to facilities within the development that enable social interaction and reduce the need to travel.
- Provide effective digital connectivity to enable home working and include flexible work/office space.
- Cycle parking that meets our best practice requirements (Appendix 3) and considers different users and types must be built into all new developments as the first consideration so that it is at least as easy to use a cycle as use a car.
- Where car parking is provided, an effective network of EV charging should be included following standards set out in OEVIS and access provided to an electric car club.
- Provide suitable parking for motorcycles that meets our best practice requirements.
- Limit car spaces for each household, including consideration of car free developments and encourage provision of well-designed parking courtyards with good surveillance.
- Restrict non-residential parking to a minimum, consider implementation of complementary parking restrictions and design so that they can be easily repurposed for other uses.
- Provide frequent, reliable and easily accessible public transport to local facilities, employment and nearby town centres.
- Create a positive bus environment, including real-time information at stops, accessible, safe and well-lit bus shelters which facilitate modal interchange by providing cycle parking at key bus stops.

Access to communal spaces, including green or blue spaces

- Provide easy access to a network of open and green spaces (within a 10-minute walk) to enhance health and wellbeing. These should provide a mix of formal play spaces and informal open space that promotes biodiversity.
- Integrate planting to provide shade and shelter into walking and cycling routes and on structures like bus stops.
- Consider the location of green infrastructure to help improve air quality and carbon sequestration.
- Provide seating so that there are regular opportunities to stop and rest and lighting to increase accessibility and safety of green spaces.
- Provide safe access to high quality communal spaces that have been inclusively designed and promote social interaction.
- Link footpaths and cycle routes within the development with existing rights of way to facilitate access to neighbouring countryside.

Appendix 3 – Parking guidance

Cycle parking

Providing more convenient, secure and accessible cycle parking will be a critical part of increasing cycling in the county and making it a natural first choice for journeys. Considering different users and types of cycle parking will be an essential part of this.

Cycle parking needs to be provided both at the start of a cycle journey from home and at the end of the cycle journey. Destinations include town and district centres, workplaces, shops, train stations, colleges or schools, local parks, places of worship, restaurants and other leisure centres such as cinemas. There should also be visitor cycle parking for people visiting residences, particularly blocks of flats.

Destination cycle parking is broadly divided into 2 types:

- Short term – people making short visits such as to shops
- Long term – people leaving bicycles unattended for most the day or overnight

Residential cycle parking is also key to promoting cycling. People using their cycles every day value convenience and ease of access, which means having cycles very near the front door. Those with more valuable bikes or who ride less frequently may put a higher value on security. In terraced streets and by blocks of flats, on-street cycle parking is one option.

These types have different requirements and so different solutions are required. There are also different types of cycle that need to be considered. For example, children's cycles, tricycles, cargo bikes and bicycles with panniers or baskets.

We expect local district councils to set out appropriate levels of cycle parking provision for all residential and non-residential developments, in line with cycling targets and the need to encourage more cycling.

To ensure these considerations are made and that suitable cycle parking is provided, we are setting out the following requirements which will need to be met by any new cycle parking, be it new developments or retrofitting schemes. In line with our transport user hierarchy, cycle parking should be considered first and should be:

- **Convenient** – placed as close to main entry/exit points as possible and generally nearer than non-disabled car parking
- **Visible**
- **Easy to access**, so that one can easily ride all the way to the cycle parking
- **Secure and safe**, in terms of both the user and cycles, including lighting and surveillance
- **Protected from weather** – long stay parking should always be covered
- **Fit for purpose**
- **Well managed and maintained**
- **Suitable for all users** – including consideration of age, physical ability and type of bicycle

Motorcycle parking

In line with our transport user hierarchy, motorcycle parking should be considered ahead of private car parking. Motorcycle parking has the same considerations as cycle parking and should also meet the cycle parking requirements above.

As part of our broader work on parking we will review and map current motorcycle parking. We will make the mapped data available publicly so that facilities can be easily located. This review will also help to identify gaps in provision and guide future work.

In the short term, we have provided a high level summary of existing motorcycle parking and costs below:

District	Marked bays	Cost
Oxford City	Oxpens	Free to use designated on-street parking and any car park except Gloucester Green underground car park
	Broad Street	
	St Ebbes	
	St Giles	
	Oriel Square	
	Thornhill Park and Ride	
Cherwell	Banbury	Free in designated motorcycle area
	Bicester	
	Kidlington	
South Oxfordshire	Didcot	Free to use any car park
	Henley	
	Wallingford	
Vale of White Horse	Abingdon	Free to use any car park
	Faringdon	
	Wantage	
West Oxfordshire	Witney	Free to use any car park
	Chipping Norton	

Other forms of micro-mobility

Depending on future legislation, we will expect provision for parking of other forms of micro-mobility. Kick scooter and E-scooter parking is space efficient. Many primary schools already provide for kick scooter parking.

Zero emission vehicle parking

Many households in Oxfordshire have no access to private off-road parking, and subsequently have limited or no access to home charging for BEV's. This is a significant barrier to BEV uptake for many households.

Oxfordshire County Council, as the local highways authority, recognises the need to enable safe access to BEV charging for residents who must park their car on the public highway.

In line with the OEVIS, our priorities for enabling this will be in the first instance seeking to create off-street charging hubs. Where this is not possible, we will explore low impact on-street charging solutions and then on-street charging bollards.

Private car parking

As outlined in our vision, we are seeking to reduce the number of unnecessary private vehicle journeys. Parking policy changes are one way in which this can be achieved, particularly for shorter journeys which residents could walk or cycle.

One example of this is the Oxford workplace parking levy (WPL) which is currently being progressed. Following implementation of the Oxford WPL we will consider further WPL's across the county. Other parking policy changes we will explore are the extension of controlled parking zones (CPZs), higher parking charges in town centres and the removal of on-street parking spaces for other purposes.

We also expect district authorities to set parking standards for residential and non-residential developments that support the LTCP objectives. This includes encouraging car free developments. For instance, in Oxford, all new residential developments in a CPZ will only provide disabled parking provision.

Governance

To ensure clear direction of emerging Parking Strategies and Policies, 2 tiers of governance are in place to provide oversight and co-ordination with other agencies. The first is a parking board attended which is represented by different departments and stakeholders from multiple agencies. The second is the Parking Steering Group represented by elected county councillors who review decisions and proposals presented by the Parking Board.

Fees and charges

The management of parking is one of the most effective means of tackling congestion and its worst effects. Well planned location, availability, price and enforcement of parking can contribute significantly to easing traffic flows, especially in the peak periods, making all journeys more reliable.

Fees and charges are reviewed on an annual basis to ensure they continue to meet the council's objectives by ensuring the parking service to remains financially secure.

Coach parking

Oxford's unique character as a leading university city and a historic centre sets it apart from the rest of the county and attracts much more travel than most towns or cities of comparable size. Tourism, business and academia are vital to the economy and 35% of the county's jobs are in the city

Throughout the year thousands of coach journeys are made into the city centre to drop off and pick up visitors to the historic parts Oxford.

There are currently three main drop-off and pick up points within the city centre, but these are less than ideal often with associated complaints around air quality and congestion where coaches do not move on and sit with their engines idling.

The county and city council face both short and long-term challenges to find a balance of welcoming coach visitors to the city but protecting the environment within the city centre.

We will develop a comprehensive coach parking strategy that takes into account all relevant factors and evidence. The identified solutions will link and complement existing core strategies such as the planned Zero Emissions Zone and Connecting Oxford.

Appendix 4 – Implementation plans

Key	
Planning	
Delivery	

Estimated Cost
VL - <£100k
L - £100k - £1m
M - £1m - £5m
H - £5m - £30m
VH - £30m+

Walking and cycling

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Transport user hierarchy	VL				
Cycle and walking networks	H				
LCWIPS	H				
Strategic Active Travel Network	VH				
Greenways	VH				
Community activation	VL				

Healthy place shaping

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Healthy Streets Approach	VL				
Health Impact Assessment	VL				
Guidance and standards for new developments	VL				
Low Traffic Neighbourhoods	M				
20-minute neighbourhoods	VL				
School Streets	L				

Road safety

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Road safety	H				
20mph zones	M				
Equestrians	L				

Public transport

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Bus strategy	VH				
Community transport	L				
Park and Ride	VH				
Rail	VH				

Air travel and connectivity	VL				
Multi-modal travel	M				
Mobility Hubs	H				

Digital connectivity

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Digital infrastructure	L				
5G	L				
Remote working	VL				

Environment, carbon and air quality

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Embodied carbon	VL				
Clean Air / Zero Emission Zones	L				
Zero emission vehicles	L				
Green Infrastructure	VL				

Network, parking and congestion management

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Network management	M				
Asset management	M				
Parking management	M				
Parking enforcement	M				
Demand management	M				
Road schemes	VH				
Smart infrastructure	M				

Innovation

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Passenger micromobility	M				
Shared Mobility	M				
CAV	H				
UAV	H				
Living Lab	M				
Innovation Framework	VL				

Data

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Data	L				
Modelling	L				
Monitoring	L				

Freight and logistics

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Freight and logistics strategy	L				
Freight consolidation	H				
Cycle freight	M				

Regional connectivity

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Regional connectivity and cross boundary working	VL				

Local connectivity

Policy	Cost	Up to 2025	2025 - 2030	2030 - 2040	2040 - 2050
Area transport strategies	H				
Transport corridor strategies	H				
Rural journeys	M				

Appendix 5 – LTP4 Area Strategy progress review

Witney Area Strategy

Policy	Published Text	2021 Update / Context / Situation
N/A	This Area Strategy is being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise 3,700 new homes in the Witney sub area by 2031. Three Strategic Development Areas are identified: 1,000 homes at West Witney, 400 at East Witney and 1000 homes at North Witney.	West Oxfordshire Local Plan was adopted in 2018. Comprise 4,702 new homes in the Witney sub area by 2031. Update to the Strategic Development Areas are identified: 450 at East Witney and 1400 homes at North Witney.
Policy WIT 1 Page 351	An all-movement at-grade junction on the A40 at Downs Road, related to the West Witney strategic housing and employment site to provide a new access to the A40 for businesses and residents to the west of the town;	An all-movement at-grade junction on the A40 at Downs Road was completed as part of the West Witney Strategic Housing and Employment development site in August 2018.
	West-facing slip roads at A40 Shores Green junction and improvements to the B4022 Oxford Hill junction with Jubilee Way and Cogges Hill Road to be delivered by housing development at East Witney. Complementary measures in the surrounding rural area may also be sought to support this scheme.	A40 Shores Green West Facing Slips - Growth Deal Scheme Years 2 to 5. During 2021 the preferred option was identified and consulted upon.
	A feasibility and viability assessment of West End Link Road 2 (WEL2), a new road bridge crossing the River Windrush.	No change.
Policy WIT 2	Re-designating the A4095 via Jubilee Way, Oxford Hill, A40, Ducklington Lane and Thorney Leys so through traffic travels around the edge of the town rather than through it;	No change.
	Implementing schemes to deter through traffic from using Bridge Street and the Woodstock Road.	No change.
	Improving the environment in the town centre by reducing congestion, and enhancing the Air Quality Management and Conservation Areas.	No change.
	Discouraging undesirable routing of traffic by improving directional signs.	No change.
Policy WIT 3	Protecting the line of the Shores Green Slip Roads and promoting its safeguarding in the Local Plan.	No change.
	Continuing to safeguard land for the proposed West End Link stage 2 pending adoption of the WODC Local Plan.	West Oxfordshire Local Plan was adopted in 2018 and safeguards the land for West End Link stage 2.

	Ensuring development at North Witney is served by a Northern Distributor Road running from Woodstock Road to Hailey Road.	No change.
Policy WIT 4	Improving the frequency of bus services by using pump priming funding from new developments: i. Between Witney to Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University; ii. Between Woodstock and Burford via Hanborough rail station and Witney; iii. Between Witney's main residential and employment areas;	No change.
	Implementing measures to reduce delays to bus services i. through Witney particularly along Corn Street, Market Place, Bridge Street and Newland; ii. joining the A40 eastbound at B4044 Shores Green	No change.
	Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.	No change.
Policy WIT 5	Providing a cycle premium route between Witney and Carterton, as part of the B4477 improvement scheme.	No change.
	Seeking funding from new development sites to ensure they are served by high quality walking and cycling routes to access off-site amenities.	No change.
	Conducting walking and cycling network assessment studies/Cyclability Audits to: a) Develop a network of high quality, continuous cross town cycle routes linking residential and employment areas; b) Improving local cycle routes from residential areas to schools; c) Improving conditions and infrastructure for pedestrians and cyclists in Bridge Street, the town centre and Station Lane areas.	No change.
Policy WIT 6	Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.
Policy WIT 7	Secure strategic public transport service and infrastructure contributions based on the contribution rate per dwelling or per m2 for non-residential developments	No change.

*Policy WIT6 was previously removed as it was the A40 Science Transit 2 Policy which is now contained in the A40 Route Strategy chapter

Carterton Area Strategy

Policy	Published Text	2021 Update / Context / Situation
N/A	This Area Strategy is being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise 2,600 new homes by 2031 in the Carterton sub area.	West Oxfordshire Local Plan was adopted in 2018. Comprise 2,680 new homes in the Carterton sub area by 2031.
Policy CA1	Improve the B4477 between Carterton and A40 at Minster Lovell, which includes provision of cycle premium route, and upgrade from B classification road to A classification.	No change.
	Promote west facing slip roads at A40/B4477 Minster Lovell junction	No change.
	Continue to work with RAF Brize Norton to establish the implications of Programme Gateway on the existing transport network.	No change.
Policy CA2	Improving the frequency of bus services between Carterton, Witney and Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University;	No change.
	Providing bus stops close to the RAF Main Gate;	No change.
	Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.	No change.
Policy CA3	A high quality cycleway from the employment and residential areas in the north and east of the town to Carterton town centre via Brize Norton Road;	No change.
	High quality cycle links from the west of the town to the town centre;	No change.
	Establishing a network of high quality local cycle routes throughout Carterton;	No change.
	Work with RAF Brize Norton to improve traffic flow for all modes at RAF Brize Norton's Main Gate including pedestrian and cycle routes;	No change.
	Support for the redevelopment of Ministry of Defence housing stock within Carterton to provide excellent pedestrian access throughout the redeveloped site and clear pedestrian links to facilities across the town, including, where financially practical, the removal of the Upavon Way pedestrian subway;	No change.
	Providing a high quality cycle premium route between Carterton and Witney as part of the B4477 improvement scheme; and	No change.
	Seeking funding from new development sites to ensure they are served by high quality walking and cycling routes to off-site amenities	No change.
Policy CA4	Reduce queuing traffic and improve the environment in the town centre;	No change.
	Discourage undesirable routing of traffic by improving directional signs and traffic calming	No change.

	measures.	
Policy CA5	Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.
Policy CA6	Secure strategic public transport service and infrastructure contributions based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.

A40 Corridor Strategy

Policy / Section	Published Text	2021 Update / Context / Situation
Paragraph 5	The A40 strategies are being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise provision of at least 10,500 homes between 2011 and 2031.	The WODC Local Plan was adopted in 2018 and committed at least 15,950 homes between 2011 and 2031.
Paragraph 6	Following the Examination in Public (EiP) of West Oxfordshire's Local Plan in 2015 the District are considering options to increasing the level of housing growth, as recommended by the Inspector. These proposals will be considered within the context of transport schemes for the A40.	Following the Examination in Public (EiP) of West Oxfordshire's Local Plan in 2015 the district did increase the level of housing growth across the district, as identified in the adopted West Oxfordshire's Local Plan 2018.
Paragraph 7	Following the publication of the Oxfordshire Strategic Housing Market Assessment (SHMA), which identified a need for 28,000 new homes for Oxford within the period 2011-31, the Oxfordshire councils have agreed a working assumption of 15,000 homes as the scale of Oxford's unmet need to be planned outside the city.	The SHMA led to an allocation of Oxford's unmet housing need being allocated in the West Oxfordshire Local Plan 2018.
Paragraph 8	Two strategies are outlined below for the A40. The first, A40 Science Transit 2, will deliver a package of schemes providing short term relief to the A40 by 2021. These improvements are unlikely to wholly resolve the current capacity issues on A40. Therefore a long term strategy for improving the A40 is currently being developed.	Two strategies have now been adopted by the council the A40 Science Transit 2 package (funded from Local Growth Fund) and the A40 Smart Corridor (funded from Housing Infrastructure fund) and referenced in the WODC Local Plan 2018.
Paragraph 10	In the short term we have been provisionally awarded £35 million from the Government's Local Growth Fund for public transport improvements in the A40 corridor for delivery between 2019 and 2021.	A40 Science Transit funded by the LGF time frames have been revised to align with the A40 Smart Corridor Project from 2021 to 2024
Policy A40	A Park and Ride car park on the A40 corridor at a location to be determined through the county council's Park & Ride study, due to be published in spring 2016;	A Park and Ride car park on the northside of the A40, west of Cuckoo Lane corridor has been identified.
Policy A40	Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout, including bus priority on the approach to Swinford Toll bridge;	Superseded by A40 Smart Corridor; and bus priority on the approach to Swinford Toll bridge has been dropped as it is not feasible.

POLICY A40	The County Council has secured City Deal funding to improve Wolvercote roundabout and Cutteslowe roundabouts in north Oxford (to be completed winter 2016).	City Deal funding was used to improve Wolvercote and Cutteslowe roundabouts in 2016.
Paragraph 14	Some funding has also been secured for a new link road between the A40 and A44, which will provide improved access from west Oxfordshire to the A44 & A34, avoiding Wolvercote roundabout.	Funding reallocated to other projects.
Investing in the A40 - Long Term Strategy	The Council has committed to investigate in detail a combined scheme for further feasibility comprising a package of measures: i) a dual-carriageway from Witney to a park and ride at Eynsham ii) bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut canal bridge approaching Wolvercote roundabout iii) provision of high quality cycleways along the length of the route.	Package of measures revised to: i. A dual-carriageway from Witney to a park and ride at Eynsham; ii. Bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut; canal bridge approaching Wolvercote roundabout iii. Bus priority eastbound at Duke's Cut canal bridge; iv. Provision of high quality cycleways along the length of the route.
Figure 2: Investing in the A40 corridor long term strategy.	See figure.	In addition – we anticipate the strategic development sites to provide additional infrastructure to this strategy, namely the Salt Cross Western Roundabout Access, and the Cuckoo Lane walking and cycling underpass between Saltcross and Eynsham. Both have a significant impact on how the A40 functions going forward.

Banbury Area Strategy

Policy	Published Text	2021 Update / Context / Situation
BAN1	Promotion of Bankside.	Chicanes have been removed. Full strategy review will consider the role of various roads in the town.
	Traffic management along A361 the South Bar Street/ Horsefair corridor.	Removed from current strategy but will need to be reconsidered in the strategy review.
	Bridge Street/ Cherwell Street eastern corridor improvements.	No change.
	Bloxham Road (A361)/ South Bar Street improvements.	No change.
	Provision of A361 Bloxham Road to A4260 Oxford Road Spine Road.	Eastern end is now in place.
	Relief to Hennef Way – north-facing slip roads off Southam Road.	No change.
	Hennef Way/ Southam Road improvements.	No change.
	Hennef Way/ Concord Avenue improvements.	No change.
	Hennef Way/ Ermont Way improvements.	No change.

	Ermont Way/ Middleton Road improvements.	No change.
	Increasing the capacity of junctions along Warwick Road (B4100).	Consultants currently working to investigate.
	Bloxham Road (A361) junction with Queensway and Springfield Avenue improvements.	These junctions are currently being looked at, along with complementary measures in other parts of Easington.
	A361 Southam Road junction with Castle Street and Warwick Road improvements.	Currently being delivered.
	Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422).	Developers are looking to deliver the road.
	Investigating the impact of; (i) a link road crossing from Tramway Road to Higham Way, (ii) a link road from Chalker Way at central M40 site to Bankside (crossing either the railway, river and/or canal), (iii) a south east link road	Option (i) was assessed and removed as not deliverable. The South East Link Road and other options still remain ambitions.
	Reviewing the highway signage on routes into the town centre to sign north-south through-traffic away from sensitive areas of the town centre and promote appropriate route choices at key decision-making junctions.	No change.
	A car park review and improvements, and provision of car park matrix signs.	No change.
Page 356 BAN2	Promoting a bus route serving Bretch Hill>Banbury Town Centre>Rail Station (at Higham Way)>Thorpe Way>Wildmere Road>Banbury Gateway Retail Park. This scheme will explore the option of opening a bus-only route from Alma Road to Thorpe Way in order to provide bus journeys direct to the employment site. New bus stops will be introduced along the route.	Initial attempt failed as didn't have a solution in Thorpe Way but remains a key route to achieve.
	Undertaking feasibility work into the costs and benefits of routing buses through the pedestrianised town centre.	No change.
	Conducting, in line with the Banbury Masterplan, a comprehensive review of bus interchange facilities including the functionality of the bus station.	No change.
	Conducting, in partnership with bus operators, a comprehensive review of town wide bus services to identify short, medium- and long-term route changes (including any infrastructure requirements) to provide direct commercial bus routes from residential areas, via the town centre to the employment areas.	No change.
	Identifying suitable routes into and through the town centre.	No change.
	Opening Tramway Road as an access for cars into and out of the station car park and access to the Canalside development.	Delivering through Growth Deal.
	Exploring opening Station Approach to through bus services via Tramway Road.	Delivering through Growth Deal.
	Developing inter-urban services through enhancement of existing bus services or new services.	No change.
	Seeking funding from new development sites to ensure they are served by high quality commercial public transport services.	No change.

BAN3	We will work with our strategic partners to develop Banbury Station as a transport interchange. This is likely to involve re-designing the station forecourt to create an interchange that will feature a taxi rank; better cycle access and facilities (including secure cycle storage); an improved route to the station for people on foot, and improved public realm giving a sense of arrival.	Supported through funding for cycle racks and some improvements through Tramway scheme.
	We will improve walking, cycling and public transport links to the station in order to meet future demand and to better connect the station to the town.	LCWIP, access to stations work and Wayfinding project will help to deliver improvements.
	Increase the variety of bus services passing the rail station, including exploring opportunities to route buses via Higham Way, and from Tramway Road to Station Approach.	This will be delivered through the Tramway, Bankside improvements and Salt Way link road.
	We will seek to maximise the opportunities national rail electrification proposals could bring to improving the transport networks, particularly at Bridge Street and around the rail station.	No change.
BAN4	Seek funding from new development sites to ensure they are served by high quality walking and cycling routes to off-site amenities.	A number of s278 schemes delivered.
	Conduct walking and cycling network assessment studies and prioritise improvements to deficiencies in the networks.	Town centre walking audit completed 2018; LCWIP being carried out at the moment.
	As identified in the Cherwell Local Plan 2011-2031 (part one) seek new pedestrian and cycle bridges, as part of the Canalside development, crossing the Oxford Canal and River Cherwell which will connect the rail station to the town centre.	One delivered by Longford Park; another secured through development on Canalside; on-going work to deliver the rest.
BAN5	This policy supports delivery of the Sustainable Transport Strategy.	N/A.
	We will seek mitigation from the impact of High Speed 2 (HS2) construction traffic across North Cherwell and Banbury.	Mitigation delivered at Wardington and Junction 11
BAN6	Oxfordshire County Council is working towards establishing a strategic Transport Contribution rate for developer funding, which will be adopted in a future update of this strategy.	No change.

Science Vale Area Strategy

Policy	Published Text	2021 Update / Context / Situation
SV 1.1	Delivering access and journey reliability improvements at Milton Interchange. To improve capacity, relieve congestion and accommodate additional traffic from planned development.	<p>A 'hamburger' link was delivered under the A34, with widening across the roundabout, which opened in May 2015.</p> <p>The updated area strategy will consider further improvements at Milton Interchange given the significant growth planned for the area.</p>

SV 1.2	Delivering north-facing slips at Chilton Interchange to provide a full movement junction. To enable more direct access to and from Harwell Campus from the A34, helping to attract investment.	The scheme was delivered and open to the public in November 2016. The updated area strategy will consider further improvements at Milton Interchange given the significant growth planned for the area.
SV 1.3	Delivering south-facing slips and investigating the provision of a new Park & Ride and bus priority measures at Lodge Hill Interchange, Abingdon. The provision of a full movement interchange will improve capacity and accommodate additional traffic from potential future development. A new Park & Ride will enable more trips into Oxford to be made by bus and alleviate congestion on Oxford's approach roads.	Funding has been awarded via Homes England along with S106 contributions in Abingdon to deliver the scheme. The scheme is currently in the design phase. The Lodge Hill Park & Ride is awaiting evaluation and review to establish commercial viability before a business case can be put together for this scheme.
SV 1.4	Developing Didcot Parkway station into a 'state-of-the-art' multi-modal interchange, to meet demand from new development and improved rail services. This includes a multi-storey car park, station access from the north, grade separation and a new station building.	The multi-storey car park was officially opened July 2019 and the cycle hub opened March 2021. We continue to work with the Didcot Garden Town team, further consideration will also be given to this policy in the updated Local Transport and Connectivity Plan once completed.
SV 1.5	Working with Network Rail and other partners to support the overhead electrification of the Great Western Mainline.	Electrification was delivered by end of 2017.
SV 1.6	Providing clear signage across Science Vale and establishing a clear hierarchy of routes to assist with way finding for all modes of transport.	This is being reviewed as part of several schemes in the area.
SV 1.7	Promoting the provision of a station at Grove, working with partners as part of a wider proposal to improve rail connectivity with Didcot and neighbouring areas, such as Swindon and Bristol, and in the longer term with East-West Rail to Milton Keynes.	On-going. Grove station identified as a potential infrastructure intervention in the Oxfordshire Rail Corridor Study (ORCS).
SV 1.8	Promoting an improved level of rail service at Didcot Parkway, seeking a minimum of four trains per hour to Oxford and Bicester, and securing future direct services to Birmingham and Heathrow airports as new rail infrastructure comes forward.	On-going. The ORCS has been completed to identify opportunities to enhance rail usage. The Oxford Phase 2 works have been identified as the critical next step to delivering the 2024 ambitions. A portfolio of interventions is required to deliver the 2028 ambitions, some of which can be associated with individual service enhancements, but the majority represent a comprehensive system upgrade between Oxford North Junction and Didcot.
SV 1.9	Promoting greater presence, accessibility and an improved level of rail service at Culham Station. To improve accessibility for the local area and Culham Science Centre and to encourage further business investment.	Ongoing. Supporting growth in seven Oxfordshire hubs by improving inter-connectivity is a key theme of the ORCS. The hubs identified include Culham.
SV 1.10	Promoting an improved and fully integrated public transport system with bus priority measures, linking Science Vale with innovation hubs and research locations in Oxford, in accordance with Science Transit and the Oxfordshire Bus Strategy.	On-going.

SV 1.11	Promoting the efficient transport of freight, using the most suitable routes as outlined in Oxfordshire's Freight Strategy and Oxfordshire Lorry Routes map.	On-going and to be picked up in the freight strategy part of LTCP.
SV 2.1	Delivering cycle route upgrades and maintenance on the existing network. This includes the provision of new routes, new substantial infrastructure (including bridges), branded signs and marketing measures to provide a high quality, safe and attractive network.	See cycle update below.
SV 2.2	Securing new strategic bus services and associated infrastructure between major residential sites at Didcot, Wantage & Grove, Wallingford, Abingdon, town centres / retail and the employment sites at Milton Park, Harwell Campus, Culham Science Centre, and Oxford. A minimum of two buses per hour during the morning/evening peak travel periods is required to provide a credible level of service.	On-going.
SV 2.3	Securing improvements to existing bus services and associated infrastructure between Oxford, Didcot, Wantage & Grove, Abingdon, Wallingford and employment sites in Science Vale.	On-going.
SV 2.4	Strengthening public transport links from Didcot Parkway through improved bus connections, including segregated priority sections of route, to improve bus reliability and journey times. Bus priority measures will be investigated on the A4130 from Science Bridge into Didcot, through the Valley Park development site located to the west of Didcot; and between Wantage & Grove, Milton Park and Didcot via Steventon.	On-going.
SV 2.5	Delivering the Wantage Eastern Link Road to support developments in Wantage and Grove and provide relief to central Wantage.	<p>Wantage Eastern Link Road (WELR) is currently in the design stage and is currently estimated to be constructed by the end of 2022, however exact timescales are still being confirmed with the contractors.</p> <p>The various phases of WELR are being funded by money collected from Growth Deal, Homes England Marginal Viability Housing Infrastructure Fund and S106 contributions from developments in the vicinity of Wantage and Grove.</p>
SV 2.6	Delivering Science Bridge and widening of A4130 to provide relief to Manor Bridge and support/enable development in the area including Didcot A, NE Didcot, Valley Park and NW Valley Park.	The infrastructure proposed in this policy is being delivered as part of the Housing Infrastructure Fund (HIF) project. The project is estimated to be completed by 2024.
SV 2.7	Completing the A4130 Didcot Northern Perimeter Road part 3 (NPR3), to relieve congestion on local roads, and to improve access to Didcot from the east. Supports and enables Ladygrove East development.	NPR3 is in the preliminary design phase. This scheme is linked to the delivery of the Ladygrove East housing allocation. Exact timing for delivery is still being considered.
SV 2.8	Delivering Harwell Link Road section 1 (B4493 to A417) and Harwell Link Road section 2 (Hagbourne Hill) to improve access and connections to Harwell Campus and Didcot, reduce congestion on the local network, and protect villages from unnecessary through traffic. Supports and enables Valley Park development.	<p>Harwell Link Road was completed and opened for use on 29th March 2018.</p> <p>The Hagbourne Hill scheme was completed in July 2016.</p>

SV 2.9	Improving Harwell Campus entrance to facilitate additional trips into/out of the site (at the three main entrances on the A4185) and supplement the improved Chilton Interchange.	<p>The Thomson Avenue entrance was completed in August 2020.</p> <p>There are no immediate plans for upgrades to Fermi Avenue and Curie Avenue. The requirement for mitigation at these junctions will be continually reviewed through transport assessments for subsequent growth at Harwell Campus and through continued liaison with the campus.</p>
SV 2.10	Delivering improvements along the A417 corridor to address congestion, safety and the conflict between the volume of traffic, east-west travel, and access to the villages along this route. Elements of the strategy include junction improvements, bus stop infrastructure, footpath and cycleway improvements and speed limit reviews.	No change - the updated area strategy will consider this further.
SV 2.11	Delivering improvements at Steventon traffic lights at the A4130 / B4017 junction and improvements to Featherbed Lane. To remove the 'bottle-neck' and improve journey times to the A34, Milton Park, other Didcot employment sites and to Wantage & Grove.	<p>Parts of Featherbed Lane were widened in 2015.</p> <p>Oxfordshire County Council are currently at optioneering stage and are appraising potential interventions for Featherbed Lane and associated junctions (including Rowstock roundabout).</p> <p>Preferred options are to be identified within an Options Assessment Report due for completion in March 2022.</p>
SV 2.12	Reducing congestion at Rowstock roundabout through measures to increase capacity of the junction.	See above.
SV 2.13	Delivering improved Access to Culham Science Centre (CSC) Phase 1 (new road from CSC entrance to the B4015 north of Clifton Hampden) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC.	The infrastructure proposed in this policy is being delivered as part of the HIF project. The project is estimated to completed by 2024.
SV 2.14	Promoting schemes to provide relief to villages within Science Vale which are affected by high levels of through traffic.	No change - the updated area strategy will consider this further.
SV 2.15	Providing improvements to the A4130 between Didcot and Wallingford to reflect the volume of trips between the two towns. The ability to move reliably and safely along this corridor is important, particularly in helping to support planned employment growth in Science Vale.	No change - the updated area strategy will consider this further. Some S106 monies have been taken towards a scheme in this area.
SV 2.16	Delivering improved Access to Culham Science Centre (CSC) Phase 2 - new river crossing (between Didcot and CSC) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC. This scheme also increases capacity for north/south movements across southern Oxfordshire and reduces pressure on the A34, whilst increasing network resilience across the Thames floodplain.	The infrastructure proposed in this policy is being delivered as part of HIF project. The project is estimated to completed by 2024.
SV 2.17	Delivering capacity improvements on the B4015 between Access to Culham Phase 1 and the A4074 to improve connectivity between Science Vale and the Eastern Arc of	The upgrading of this route is part of the scope of the optioneering exercise for the Golden Balls roundabout, this study is due to be

	Oxford.	commissioned late summer/early autumn 2021 and will take approximately 12 months to complete.
SV 2.18	Delivering capacity improvements at the Golden Balls Roundabout (junction of A4074 and B4015) to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The optioneering exercise for the Golden Balls roundabout is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete.
SV 2.19	Delivering capacity improvements on the A4047 north of Golden Balls roundabout to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The optioneering exercise for the Golden Balls roundabout is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete. The study will look at the need for bus priority measures north of the Golden Balls roundabout and consider the impacts of traffic growth along this corridor.
SV 2.20	Promoting capacity improvements to the A338 /A415 Frilford lights junction to improve accessibility between Wantage, Grove and Oxford.	The optioneering commenced in March 2021 and is due to conclude in April 2022. This optioneering exercise will consider all potential means of addressing the capacity issues at Frilford junction and the air quality issues within the Marcham AQMA.
SV 2.22	Providing new and substantially upgraded strategic cycle routes to Milton Park, Harwell Campus and Culham Science Centre through the Science Vale cycle strategy	See Cycle Strategy updates below.
SV 2.23	Securing safe and attractive walking and cycling routes as part of planning for new developments.	See Cycle Strategy updates below.
SV 2.24	Establishing links from new development to Public Rights of Way.	On-going.
SV 2.25	Establishing a bus route between Grove, Wantage, Milton Park and Didcot.	X36 linking Grove, Wantage, Milton Park and Didcot launched in January 2021.
SV 2.26	Promoting improved sustainable access to Culham Science Centre through enhanced bus connections and improved cycle routes to Abingdon and Didcot.	See Cycle Strategy updates below.
SV 3.1	Ensuring appropriate bus access, infrastructure and service patterns to complement plans for new development and suitably serve key destinations in Didcot town centre including Didcot Parkway station, the Orchard Centre and Broadway.	On-going.
SV 3.2	Securing the delivery of capacity improvements at Jubilee Way roundabout, to improve access to the town centre and support the on-going vitality of the Orchard Centre.	Jubilee Way roundabout now forms part of Didcot Central Corridor (DCC) scheme, therefore please see update below. This a standalone scheme will be removed from the updated strategy.
SV 3.3	Central Didcot Transport Corridors (Jubilee Way to Science Bridge and the Broadway) to transform the transport corridors through central Didcot, prioritising space for public transport, cyclists and pedestrians, address pinch point junctions and improve linkages between new development sites, the rail station and the town centre.	The DCC project is at the start of the procurement stage to commission a consultant to produce a placemaking strategy and options appraisal report for the project. The scope of this work has been widened to include a larger area for consideration.

SV 3.4	Pedestrian and cycle network enhancements providing improved routes with better signage to the town centre and Didcot Parkway together with better facilities at employment and residential sites, to encourage the use of sustainable, active modes of travel.	See below for cycling update. Better signage / wayfinding will be covered for certain routes in Didcot as part of the Didcot Central Corridor project.
SV 3.5	Promoting and delivering the Didcot Garden Town Green Corridors, we will work with the District councils to deliver green corridor routes for pedestrians and cyclists between the urban areas of Didcot and the surrounding countryside.	On-going.
SV 3.6	Promoting a strategic approach to planning for parking in Didcot to identify an appropriate balance of parking provision in the town and at the rail station to support town centre vitality.	On-going. Parking in the town centre will be picked up as part of the DCC study.
SV 4.1	Safeguarding and protecting the ability to provide a Southern Didcot road to relieve the B4493, southern residential roads and the town centre if significant additional development is allocated to the south of the town in the future.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.2	Safeguarding and protecting the ability to provide a South Abingdon road if significant additional development is allocated to the south of the town in the future. This will provide a direct link from west Abingdon to the A415 to the east and relieve congestion in Abingdon town centre.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.3	Safeguarding and protecting the ability to provide a Wantage Western Link Road if there is substantial additional development in west Wantage. This would complete the perimeter route for Wantage and provide relief to key roads within the town.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.4	Safeguarding and protecting the ability to provide a station at Grove	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.5	Safeguarding and protecting the ability to provide A34 - Milton Park north facing slips if additional significant development comes forward in the Didcot area. This will provide a direct link between the A34 and Milton Park for traffic travelling to/from the north.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.6	Safeguarding and protecting the ability to provide a Marcham bypass this may be required to help mitigate the Air Quality Management Area declared in Marcham village.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work. Further optioneering work is underway and this will inform what scheme comes forward.
SV 5.1	Secure strategic transport infrastructure contributions (including cycle schemes) from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	On-going.
SV 5.2	Secure strategic public transport service contributions for new or improved public transport services as well as bus stop infrastructure to support sustainable development.	On-going.

Science Vale Cycle Network	Our vision is for a world-class cycle network enabling users to make safe, efficient, connected journeys by bike.” “Our ambition is to raise the status of cycling in the Science Vale area through the provision of innovative and high quality cycling facilities comparable with those found in the cycling countries of continental Europe, supporting the growth and investment being made in Science Vale.	See below for updates on specific routes within the Science Vale cycle network. The updated strategy will look again at the area and be formally known as the Science Vale Active Travel Network (SVATN) phase 2 and be expanded to take account of the additional allocated growth in the area (within SODC’s Local Plan).
Science Vale Cycle Network - Route 1	Wantage to Harwell Campus.	This route (approx. 5000m) from West Lockinge, through Ardington Village to Hungerford Road, West Hendred is now completed as of December 2020 and allows cyclists traveling from Wantage to Harwell Campus to avoid the main roads of A417 and A4185. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 2	Wantage to Milton Park.	Steventon to Milton Park which forms part of this route, also known as the Cinder track, land has been safeguarded but landowner negotiations need to be undertaken. The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 3	Abingdon to Milton Park.	3B1 (North Peep-O-Day-Lane) was opened on 24 th April 2020, 3B2 (South Peep-O-Day Lane) was opened on 15 th June 2020. Routes 3C and 3D have been delivered and include Improvements to an off-road section between Milton Park and Sutton Courtenay (3D) and signage improvements along Drayton Road, Brook Street, High Street and Milton Road (3C).
Science Vale Cycle Network - Route 4	Abingdon to Harwell Campus.	The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 5	Didcot to Harwell Campus.	Route 5G has been delivered and includes a new stepped cycle track (approx. 900m) along Wantage Road, between Didcot Community Hospital and the B4493 Wantage Road Roundabout being constructed by Taylor Wimpey. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network	Didcot to Milton Park.	Routes 6A and 6B have been delivered and include street lighting along north side of Milton Road, Didcot, speed limit reduction to 40mph

- Route 6		<p>and new traffic signals/speed limit signs.</p> <p>6B includes conversion of the footway on the East side of Foxhall Road into a shared-use pedestrian/cycling facility.</p> <p>The rest of the route will be investigated as part of the SVATN stage 2 work.</p>
Science Vale Cycle Network - Route 7	Abingdon/Oxford to Culham Science Centre.	<p>Route 7A and 7C were delivered by December 2020 and include Improvements to existing off-road tracks along Abbey Meadows and Barton Fields.</p> <p>The rest of the route will be investigated as part of the SVATN stage 2 work.</p>
Science Vale Cycle Network - Route 8	Didcot to Culham Science Centre.	<p>Route 8G1 was delivered on the 5th November and include a new ramped cycle bypass lanes at two build-outs on the High Street in Long Wittenham (at the Red Barn and at No 35 High Street).</p> <p>The rest of the route will be investigated as part of the SVATN stage 2 work.</p>
Science Vale Cycle Network - Route 9	Grove to Wantage.	The route will be investigated as part of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Wantage and Grove.
Science Vale Cycle Network - Route 10	Didcot to Wallingford.	The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network – not numbered	Steventon to Milton Park.	See Wantage to Milton Park above.
	Chilton to West Ilsley A34 Junction.	No change. The rest of the route will be investigated as part of the SVATN stage 2 work.
	Backhill Lane Tunnel.	Backhill Lane Tunnel was opened in November 2017.
	Berinsfield to Oxford.	The rest of the route will be investigated as part of the SVATN stage 2 work/ County strategic cycle routes work.
	Culham Village to Abingdon.	See Route 7 (Abingdon to Culham science Centre) above.

A417 Cycle Path.	The route will be investigated as part of the SVATN stage 2 work.
Didcot Station to Power Station Roundabout.	The Didcot LCWIP will look at potential options here.
Cow Lane Underpass, Didcot.	The Didcot LCWIP will look at potential options here.
Wantage Town Routes.	The Wantage and Grove LCWIP will look at potential options here.
Other Towns and Local Schemes.	The routes will be investigated as part of the SVATN stage 2 work.
Didcot – A Mini-Holland?	The Didcot LCWIP will look at potential options here.

Oxford Transport Strategy

Policy	Published Text	2021 Update / Context / Situation
Page 365 MaaS Transit	Page 9 - Proposed Network - "In combination with work on the Oxfordshire Science Transit and Oxfordshire Bus Strategy, the Oxford Transport Strategy (OTS) helps to define the strategic transit network for the County (shown in the schematic plan). With Oxford as the central hub, the network will improve transport links within and beyond Oxfordshire; improve access for residents; and increase the connectivity to locations of major growth."	City & District Councils' Local Plans include new housing & employment allocations including Oxford unmet need sites. Network plans to be reviewed in light of this.
		Bus Service Improvement Plan (BSIP) required by October 2021, with Enhanced Partnership Plan to become effective from April 2022. Network plans to be reviewed in light of this.
	Page 13 - The future of Park & Ride - "Future housing and employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer ring-road and other corridors that feed into the city, unless traffic can be captured before it reaches them. The expansion of the current city-edge Park & Ride sites to meet forecast levels of demand would add substantially to traffic levels on already congested routes. New outer Park & Ride sites are therefore proposed for the following corridors....."	Oxford Park & Ride study, which identified sites for outer P&R, was completed in 2016. The strategy needs updating to take into account adopted City & District Local Plans, and associated housing allocations, expansion of Seacourt Park & Ride, & potential longer term impacts of COVID-19 on travel demand & working from home as well as major behaviour change programmes in Oxford (Connecting Oxford & Zero Emission Zone), for example.
	Page 14 - Corridor prioritisation - "RT and buses will be prioritised to enable smooth, fast and reliable progress through: segregation (e.g. bus lanes); selective vehicle detection and prioritisation at traffic signals; traffic reduction; traffic management (e.g. queue relocation); and removal of obstacles such as loading and parking bays....."	Planning application for Eynsham Park & Ride now approved, with construction expected to start in early 2022 & end late summer 2024.
		Several corridor studies have been completed, or are underway, to consider the design of facilities for cycling and walking as well as bus services. These include radial & orbital routes within the city, such as Abingdon Road, the B4495, Banbury Road, Botley Road, Iffley Road,

Page 366		Woodstock Road, & approaches to Oxford including A44, A4165 & B480. Botley Road improvements (Phase 1) are already underway with scheme completion expected by May 2022. Funding, via the Oxfordshire Growth Deal, has also been secured for designing improvements on Banbury Road & Woodstock Road, including implementation on Woodstock Road. Connecting Oxford proposals allow for reconsideration of how highway space is redistributed and prioritised, given a low traffic environment.
	Page 10 - Oxford Station Masterplan - "The City and County Councils and Network Rail have produced a joint master plan for Oxford Station (shown right). The master plan provides a bold vision and implementation strategy for the comprehensive redevelopment and improvement of the station...."	A40 'integrated bus lane' construction expected to be completed by March 2024 subject to gaining planning permission.
	Page 10 - Cowley Branch Line - "The Cowley branch line is currently used only for transporting freight by BMW. However, the line's proximity to the new and expanding employment area of the southern Eastern Arc, suggests that it could play a key role in future increased transportation of both freight and passengers...."	Adopted Supplementary Planning Document (SPD) for Oxford Station is being updated with the Oxford Station Masterplan at options development stage. A public consultation is currently programmed to launch in December 2021 / January 2022.
Walking and cycling	Page 21 - Enhancing the cycle network - "Cycle route enhancements are needed to provide safe and direct access to employment, educational and commercial destinations, but also to extend coverage across residential areas. Achieving this will require a combination of high quality routes providing access to key destinations, better cycle parking and other measures which make cycling easier and more attractive for short and medium-distance trips....We propose a network based on a hierarchy of Cycle Super Routes and Premium Routes (shown in the figure opposite) and Connector Routes linking major origins and destinations"	The Oxfordshire Rail Corridor published in June 2021; assesses the impact of planned growth in jobs and housing on Oxfordshire's rail system and identifies the role that rail can play to support the delivery of that growth. The Cowley Branch Line is within the scope of the study.
		Several corridor studies have been completed, or are underway, to consider the design of facilities for cycling and walking as well as bus services. These include radial & orbital routes within the city, such as Abingdon Road, the B4495, Banbury Road, Botley Road, Iffley Road, Woodstock Road, & approaches to Oxford including A44, A4165 & B480. Botley Road improvements (Phase 1) are already underway with scheme completion expected by May 2022. Funding, via the Oxfordshire Growth Deal, has also been secured for designing improvements on Banbury Road & Woodstock Road, including implementation on Woodstock Road. Connecting Oxford proposals allow for reconsideration of how highway space is redistributed and prioritised, given a low traffic environment.
		The Oxford Local Cycling & Walking Infrastructure Plan (LCWIP), adopted by the county council in 2020, sets out a programme & specific measures to bring about a much more developed cycling and walking network for Oxford. In updating the OTS the Oxford LCWIP needs to be taken into account.
		Various schemes including Low Traffic Neighbourhoods, Quietway's & Quickways being introduced in Oxford, & funded by the Department for Transport's Active Travel Fund, to reallocate road space to cyclists and

		<p>pedestrians and create an environment that is safer for walking and cycling.</p> <p>Several schemes have been introduced, or are underway, to improve & develop off-road quieter cycle routes in Oxford, including towpath & waterway upgrades, to provide alternatives to the main road network.</p>
	<p>Page 24 - Encouraging walking - "There is a need for major improvements to public realm and 'sense of place' in the city centre. In the short term, the pedestrianisation of George Street and Queen Street, as well as public realm improvements to St Giles, Magdalen Street and Frideswide Square will greatly improve the quality of public place within the city centre. By 2025, the establishment of the city periphery transit terminals and traffic control measures will allow Park End Street, New Road, Castle Street and Norfolk Street to become an extension of the low trafficked central core and will provide an almost uninterrupted walking route from the station to the centre. In the longer term, the ambitions for shifting bus movements underground will allow for more radical public realm improvements on High Street and St Aldates where opportunities are currently limited due to their key role as the only access to the centre from the east."</p>	<p>Pedestrianisation of city centre streets is dependent on effective traffic reduction which is already being investigated as part of the Connecting Oxford plan, and to a lesser extent, the Zero Emission Zone (ZEZ). The strategy for city centre movement, including public realm, needs to be updated & further developed taking into account these proposals and their expected traffic reduction benefits. The county & city councils commissioned the City Centre Movement & Public Realm Strategy in 2018, which puts forward options for traffic movement and the public realm in Oxford city centre.</p>
<p>Page 367</p> <p>Managing Traffic & Travel Demand</p>	<p>Page 18 - Zero Emission Zone - "Through the application of a Traffic Regulation Condition, Oxford city centre is already a Low Emission Zone and operators have made great efforts in delivering vehicles which met Euro V emission standards, and are working on introducing even cleaner technologies in the near future. However, the ambition of the OTS is to start a city centre zero-emission zone for all vehicles by 2020, with the zone being gradually expanded over time as the required infrastructure and technology develops. This will support objectives to improve air quality and targets to reduce emissions from vehicles."</p>	<p>A final Zero Emission Zone (ZEZ) Pilot scheme was approved by the county & city councils in March 2021, with implementation expected later 2021. A wider ZEZ, covering most of Oxford city centre, is also planned subject to the outcomes of further technical work & consultation. The ZEZ will be enforced via an emissions-based local charging scheme.</p>
		<p>A "Euro VI" Low Emission Zone for local buses was agreed in 2019. This was due to come into effect in December 2020 but was delayed because of COVID-19. It may now be superseded by the Zero Emission Bus Regional Areas (ZEBRA) scheme if successful.</p>
		<p>In response to the climate emergency the county council has published its declaration '<i>Climate Action for a Thriving Oxfordshire</i>' setting out a commitment to be a zero-carbon organisation by 2030, and fully playing its part in creating a zero-carbon Oxfordshire. This includes publication of its Climate Action Framework.</p> <p>Oxford City Council's Air Quality Action Plan 2021-25 (approved by city Cabinet on 20 January 2020), which amongst other things, includes a local target to reduce nitrogen dioxide concentrations to 30 µg/m³ (significantly lower than the current legal limit value of 40 µg/m³) by 2025. Oxford City Council's Net Zero Action Plan (March 2021) sets out a net zero-carbon city by 2040 or earlier.</p>

		The government released its Decarbonisation Plan in July 2021.
Page 28 - Workplace Parking Levy - "...within Oxford it is proposed, subject to further work and consultation, that a city-wide Workplace parking levy (WPL) is introduced."		The Connecting Oxford plan, which includes proposals for a workplace parking levy & traffic filters in Oxford city, was published in October 2019. Implementation is expected from 2023, subject to the outcomes of further technical work & consultation.
Page 29 - Traffic Filters - "...it is proposed that traffic levels are reduced in the longer term by placing further restrictions on through traffic (whilst allowing unimpeded bus movements) by implementing access controls. These restriction points could be full or part-time closures – similar to the existing bus gates – or road user charging points."		
Page 28 - Controlled Parking Zones - "Growth in the city, coupled with demand management measures – in particular WPL – will mean further expansion of Controlled Parking Zones (CPZs) is required in the city to ensure that parking is not just displaced to residential streets. Large parts of the city are already covered by CPZs and where these have been implemented they have been extremely successful in removing commuter parking. Further work will be required to understand where additional CPZs are needed along with consultation with local residents. Over time is likely that the majority of streets in the city will be covered by parking restrictions."		The Oxford Controlled Parking Zone (CPZ) programme was approved by the county's Cabinet Member for Environment in June 2019. Several CPZ schemes have since been introduced with a further 5 schemes planned for late 2021 or early 2022, subject to the outcomes of formal consultation.
Page 30 - Freight/Deliveries - "Demand forecasting for 2031 indicates that around 2,500 HGV trips will be made to, from and within the city between 8am and 6pm per day, over a third of which would occur during the morning peak hour. To reduce the impact of freight on congestion, noise and air quality, the following measures will be developed: delivery & Servicing Plans; construction Logistics Plans; out of hours deliveries; freight will be expected to comply with increasing emissions requirements; local consolidation points; and freight consolidation centres for business, retail and construction."		Freight & deliveries in Oxford city centre will need to be reviewed, including consideration of freight consolidation, in light of Connecting Oxford & the Zero Emission Zone proposals. This will also need to take account of COVID-19 impacts & increasing use of the internet to access services and for purchasing goods etc.
Page 27 - Highway Capacity Improvements - "The existing policy of improving the key ring road interchanges is consistent with the proposal to remove trips from the 'inner ring road' (the B4495) and other inner city routes. This will be continued in the short-term with the schemes at Cutteslowe and Wolvercote Roundabouts; whilst longer term plans at the A34 Botley and Peartree interchanges are being considered by National Highways, along with Intelligent Transport Systems (ITS) such as Variable Message Signs and variable speed limits to be applied along the A34 corridor. The proposed ring road improvements are shown on the plan opposite."		Upgrades to Cutteslowe & Wolvercote Roundabouts were completed in 2016.
		National Highways is in the early stages of exploring opportunities to reduce congestion and improve safety on the A34 between the M4 and M40. Peartree Interchange sustainable transport improvements are being bought forward through the Oxfordshire Growth Deal.

Divisions Affected - All

CABINET

19 OCTOBER 2021

National Bus Strategy – Bus Service Improvement Plan

Report by CORPORATE DIRECTOR FOR ENVIRONMENT & PLACE

RECOMMENDATION

1. Cabinet Members are RECOMMENDED to

- a) Approve the Bus Service Improvement Plan, including the bidding list of schemes and other interventions proposed for inclusion in the document, to be submitted to Government by the end of October 2021, subject to further refinement before submission.
- b) Support the increased priority and investment to promote buses and the need for much closer joint working required in the forthcoming Enhanced Partnership, recognising the requirements for increased Council staffing and budget to support this area.
- c) Delegate authority to the Corporate Director Environment and Place to make any necessary changes to the Bus Service Improvement Plan in consultation with the Cabinet Member for Highways Management and the Cabinet Member for Travel and Development Strategy.

Executive Summary

2. This report updates Cabinet on the Bus Service Improvement Plan (BSIP) being prepared for submission to Cabinet at the end of October. This is the Council's response to the requirements set out in the National Bus Strategy, with the aim of significantly enhancing the Oxfordshire bus offer, and addressing the main issues affecting passenger transport by bus in Oxfordshire, which will contribute significantly to Administration priorities for transport, carbon reduction and social inclusion. It also identifies an indicative bid profile for the funding element of the BSIP document to be presented in late October, which illustrates the proposed capital funded projects (up to nine schemes directly aimed at supporting bus travel, along with other measures) alongside revenue funded elements (including up to six new rural bus services) of the Bid to Government. Progress to date on the various elements of the Bus Service Improvement Plan is contained in an Annex 1 to this Report.

Current Situation

3. In 2019/20, Oxfordshire's buses carried 40.8 million passengers, which represents a gradual reduction in bus patronage since 2013/4 when the total was 43.2 million. The number of bus journeys made is still the highest for any English shire county.
4. However, it is very important to note the current context of very-depressed levels of bus usage across Oxfordshire, with patronage levels well below the national average, especially for local journeys within Oxford (running at about 60% of pre-pandemic levels, well below the national average) and for Park and Ride services. Reduced levels of financial support from Government started at the beginning of September, and there are already some indications that operators will reduce frequencies on many routes over the next six months, prior to the commencement of the Enhanced Partnership (EP) arrangement and the arrival of Government funding for the Bus Service Improvement Plan (BSIP). It may be necessary to provide some financial support for a very limited number of services, for a short period of time, to ensure continuation of provision.

Importance of the BSIP

5. On 22 June 2021, Cabinet approved a proposal to develop a BSIP and work towards the adoption of an Enhanced Partnership Plan and Scheme, in order to meet National Bus Strategy (NBS) requirements. This paper describes progress with development of the BSIP to date and outlines the likely shape of the document and bid for funding. The BSIP document needs to be approved by Cabinet on 19 October 2021, prior to submission to government by 31 October 2021, to enable the Council to continue to access the up to £3bn of national funding identified to support buses.
6. The NBS sets out several aspects of bus service provision which need to be addressed in the County's Bus Service Improvement Plan. Government wants more people using more attractive bus services through revisions to fares, routes, hours of operation and availability of information, and to see improvements to indices of reliability, punctuality and journey speeds.
7. From a County Council perspective, the aims of the NBS directly support the ambitions of the Oxfordshire Fair Deal Alliance, including *'investing in an inclusive, integrated, and sustainable transport network, tackling inequalities and addressing the Climate Change Emergency'*.
8. Achieving shared aims and objectives requires both the Council and bus operators to work more closely together to achieve improvements in operating performance. This had already been happening, as evidenced by joint work undertaken to agree a high-level set of deliverables for buses, which have informed the development of this BSIP. Bus operators will need to agree the contents of the BSIP before submission to Government, and it is crucial to recognise that these Plans and the Enhanced Partnership structure are joint activities which require commitments from the Council and operators.

9. Given the constraints of a congested road network with many competing demands for limited road space, coupled with the Council's commitment to invest in significant upgrades in infrastructure to support Active Travel, utility maintenance requirements and the impact of new developments, achieving and sustaining the improvements necessary will be challenging. Yet achieving modal shift from the car to public transport is of fundamental importance in making more efficient use of limited road space around the county. The BSIP document sets out a way forward for the role of the bus and the outcomes required by measuring current performance and by setting targets for both the Council and the operators to achieve in future years.
10. Oxfordshire has many different geographies and economies. The proposed BSIP measures reflect this diversity with different types of bus service planned for established urban areas, for areas of new development and for rural and low-density areas. Increased connectivity is proposed, not only between bus services linking with residential areas, retail centres, education, and workplaces, but also with other travel modes and with some hubs outside the county.
11. The NBS envisages much greater inclusion in the planning of bus services, with higher levels of engagement with different groups of people. There has already been a process of engagement with neighbouring Local Authorities, a range of bus service providers and District/City Councils. An engagement exercise has been undertaken with Councillors, Town and Parish Councils, the public and other stakeholders. The results are set out in Annex 3.
12. This BSIP proposes a much more inclusive, integrated and sustainable bus network than the current arrangements, meeting the Council's vision of a **'high-quality bus network which is easy to use and offers competitive journey times to ensure buses are a natural first choice for all users'**.
13. A description of the various measures proposed by both the Council and by bus operators is included in the attached Annex 1. These have been developed from a jointly compiled list of over 50 'deliverables' which both organisations recognise the need to progress. Indicative funding bid levels and what they could deliver are summarised below.
14. The BSIP document also acknowledges the need for many other supporting measures for bus travel across Oxfordshire, many proposed to be agreed with partner City and District Councils. These include the planned location of many of the growth areas adjacent to the strategic inter-urban bus network, which will bring additional demand and so need to be complemented by negotiated Section 106 agreements to support new or enhanced bus services.

Indicative Bid Structures

15. It is difficult to be precise about the funding likely to come forward through BSIP, but our estimate of a pro-rata allocation for Oxfordshire would be £25m over three years. However, as a consequence of the partnership working to put together the BSIP plan, it has become increasingly evident that a 'minimum level' £25 million bid would be insufficient to meet the ambition and opportunity

the BSIP provides for Oxfordshire or addresses the scale of issues currently facing the Oxfordshire bus market, and would not begin to fund the changes needed to fulfil the County's ambition to 'build back better'.

16. The current elements of the BSIP document/bid add up to £56.1million, pending refinement and revision. In the current £56.1 million bid, £18.4 million would be for revenue support, which would require ongoing Council support of £3.1 million per annum, to continue programmes after 2024/2025.

These ongoing revenue- supported programmes are proposed to be:

- Bus fare initiative – youth fares £1.0 million per annum
- New rural bus support £0.5 million per annum
- SBSG bus routes (started 2020) £0.5 million per annum
- Cross boundary bus support 300k per annum, reduces to 0k
- Additional staff (including on-costs) 500k per annum
- Operational budget (Information/RTI) 300k per annum

Capital (referenced in Annex 1)	2022/3	2023/4	2024/5
C1 – C9 'Bus priority' schemes	10.3	10.4	10.4
C10 Mobility Hubs	0.5	0.5	0.5
C11 On-bus equipment	0.3	0.2	0.1
C12 RTI replacement/new signs	0.8	0.7	0.7
C12 Bus stop improvement	0.5	0.5	0.5
R1 Rural bus purchase	0.8		
	13.2	12.3	12.2

Capital total £ 37.7 million

Revenue

		2022/3	2023/4	2024/5
R1	Rural flexible bus	650,000	650,000	600,000
R2	New cross-boundary	400,000	350,000	300,000
R3	SBSF services	500,000	500,000	500,000
R4	Youth fares	1,000,000	1,000,000	1,000,000
R4	Low paid NHS	1,350,000	1,200,000	1,000,000
R5	Improved information	300,000	300,000	300,000
R6	Staffing	500,000	500,000	500,000
R7	Future network reshaping	2,100,000	1,400,000	700,000
R8	Eastern Arc Rapid Transit		840,000	
R9	Journey planning	100,000		
	Totals	6,720,000	6,740,000	4,900,000

Revenue Total £ 18.4 million

Total BSIP bid £ 56.1 million

17. The BSIP process offers a real opportunity for Oxfordshire to demonstrate its ambition for and commitment to bus travel. A successful bid for a higher award would result in much more finance being available for capital projects. In particular, there is the opportunity to further develop and bring forward projects in the 'Connecting Oxford' programme which would directly support buses and the investment proposed in the Government's Zero Emission Bus Regional Areas (ZEBRA) project which this Council has bid into. In line with recommendation (c) this would be an opportunity to secure higher levels of BSIP funding matched by OCC contributions.
18. Whilst further discussion and information are required to revise the indicative bidding profile, details of schemes which could be included in the Bid are included in Annex 1 to this report.

Bus operator commitments

19. This BSIP and subsequent Enhanced Partnership agreement will result in much more collaborative working arrangements between bus operators and the Council. The operators will agree to:
 - Work with the Council in identifying optimum frequency levels,
 - Introduce a Passenger Charter, protecting user interests
 - New Vehicle investment and increased standards.
 - Work collaboratively with the Council on information and marketing
 - Provide regular information and data, for example on operating (speeds, delays) and patronage levels

Corporate Policies and Priorities

Sustainability

20. A more effective bus network will reduce car travel, traffic congestion and harmful carbon emissions. Furthermore, the planned introduction of electric buses in the Oxford city area will also make a significant difference to air quality and emissions, which will reduce this County's contribution to climate change.

Equality and Inclusion

21. The BSIP process enables this Council to take some very effective steps to improve the quality of life for Oxfordshire's residents through enabling the provision of a more comprehensive and attractive bus service, linking them with the many opportunities available across the county. A survey of Oxfordshire's public has been undertaken to gauge the appetite for change.
22. A comprehensive and affordable Oxfordshire bus network is particularly valuable for those members of society who are less mobile or who are unable to travel by other means, including the 17.5% of households who do not have access to a private vehicle. This will result in greater integration into the County's cultural and economic life, linking people with more choices of employment, education, and social interaction. More travel by bus into local centres will also assist in regenerating local economies.

Financial Implications

23. A successful BSIP process should result in the award of considerable funds to Oxfordshire. Of the headline £3 billion announced by Government for buses, it is probable that £1 billion has already been sliced off for other funding streams, such as ZEBRA and transitional support for the bus sector. On a pro-rata population basis for England, Oxfordshire might therefore receive around £25 million, notionally over three financial years. This can be used either for revenue support or for capital investment. This could be taken as a 'minimum' bid level.
24. Most of the proposed scheme costs would be met through Government BSIP funding that would be allocated following submission of the Plan, but that the Oxfordshire BSIP bid would be strengthened by the inclusion of funding for specific interventions already included in the Council's capital programme. Similarly, increased staffing costs would be met partly by current Capacity Building grants, and partly from the Bus Service Improvement Plan funding.
25. As the BSIP is also a competitive bidding process, then there is an opportunity to increase the amount to be received. Indications so far suggest the Council should submit an ambitious bid, which currently totals £55.9 million. The amount agreed by Government will depend on the quality of the ambition that is articulated in the bid, and the clear linkage to the interventions proposed.
26. Part of the bid award will be for revenue support, and here the Council must consider the possible financial implications beyond 2025. However, there may be further Government funding initiatives for the bus sector during this period.
27. The BSIP bid as currently written and presented in Annex 1 has an ongoing revenue implication for this Council of £3.1 million per annum, following the end of the BSIP funding period in March 2025. Efforts will be made to find revenue from other sources (such as section 106 contributions) and to negotiate lower costs, where this is possible.

Comments checked by: Rob Finlayson, Strategic Finance Officer
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Legal Implications

28. Capital schemes proposed for funding from the BSIP bid would require separate approvals through Cabinet decision. It may be the case that some proposed schemes do not proceed, so proceeds from the bid would then be allocated to another scheme on the bid priority list.
29. The subsequent Enhanced Partnership process requires this Council to enter a Legal Understanding with Bus Operators, regarding delivery of projects and programmes. Details are contained in the 2017 Bus Services Act, which amended the Transport Act 2000, by insertion of paragraphs 138A-138S. A further paper on the Enhanced Partnership arrangements will be brought before

Cabinet during the Winter of 2021/2, before submission of the final document to Government at the end of March 2022.

Comments checked by: Christian Smith, Principal Solicitor (Contracts) (Legal)
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Staff Implications

30. There are currently relatively few staff resources currently devoted to supporting and developing Oxfordshire's bus network. Further resource will be required to fulfil the requirements of the planned Enhanced Partnership, particularly for the delivery of better information (including an expanded estate of Real Time Information signs, the delivery and maintenance of improved bus stops and interchanges, improved liaison and coordination for bus-related matters in the Network Management area, also to design and implement bus priority schemes and bus-responsive traffic signals.
31. The revenue estimates in the bid structure assume that the following additional staff are required: Public Transport information (2), Public Transport Infrastructure (2), Network Management (1), Traffic Signals (1) and Capital Scheme Design (1). Certain posts could be time-limited. The Council has received some Public Transport Capacity Building funding from the Government which would reduce the call on BSIP funding in the early years of the bid.
32. The staffing requirement and structure of a future public transport team is the subject of current discussions arising from the proposed restructure of the Environment & Place directorate.

Risk Management

33. Government clearly expects Oxfordshire to present an ambitious and well-considered Bus Service Improvement Plan, as other authorities will be doing so. The COVID pandemic has caused a significant reduction in the numbers using Oxfordshire's bus network, from which it has not yet recovered, which has negatively impacted its commercial viability and threatens a negative spiral of service reductions. There is significant risk, including reputational risk, in allowing the bus network to decline further.
34. At the same time the BSIP process presents an opportunity to make a significant improvement to the quality and coverage of the public transport network. The Plan includes some proposals to tackle rural isolation, to provide a more integrated ticketing system with much better information available through various media. The Plan aims to improve the quality of bus stops and interchanges where different travel modes can be better integrated.
35. There may be some risks inherent in delivery of specific projects and programmes to be delivered through BSIP funding. These schemes and projects will be presented separately to Cabinet, or the Cabinet Member in due course, where any specific risks can be assessed, especially considering potential long term revenue funding commitments.

Consultation and Engagement

36. Due to the exceptionally tight timescales associated with production of the BSIP, the level of engagement has been proportional to the time available. Discussions have already taken place with Bus Operators, District/City Councils and with neighbouring Local Authorities.
37. Engagement surveys were undertaken with four different groups within Oxfordshire: County Council Members, Town/Parish Councils. Stakeholders (County-based Organisations) and the general public.
38. Similar priorities for bus-related improvements were received from all four groups, with the highest rankings being for 1) More Frequent Buses 2) New Bus Routes and 3) More Reliable Buses. More analysis is required of written comments and of different demographic characteristics, and this will be reported to Cabinet in due course. The survey results are shown graphically in Annex 3.
39. Following Government guidance, full consultation will take place at the Enhanced Partnership stage.

Next steps

40. Following feedback from Cabinet, the approved BSIP will then be submitted to Government by the end of October deadline.
41. Improvements will be made to the presentational quality of the Plan during late October. Work will then begin on preparing the Enhanced Partnership documentation. There will also be more details, of planned bus priority capital schemes and financial costs, for example.

Bill Cotton, Corporate Director for Environment & Place

Annex 1	Draft BSIP document/bid
Annex 2	Finance form to accompany the BSIP bid
Annex 3	Engagement Survey results

Background papers:	Department for Transport, National Strategy for Bus Service Improvement Plans. Guidance for Local Authorities, 2021
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October 2021

Enhanced Network

1. Oxfordshire has developed a comprehensive commercial bus network, which operates from early morning to late evening on radial 'Premium' routes from Oxford City Centre to residential suburbs and to County towns. There is also a secondary network, at lower frequency, within some of the County towns, also with some links between these hubs. There are also some Community Transport services, where individuals and groups have created new services and filled gaps where previous services had ceased to operate.
2. There has been considerable population growth in recent years, and the County has been proactive in requiring that new developments are designed around the bus with section 106 funding requested to fund the initial years of new service provision. There are several new developments, which will generate new bus services in the next few years.
3. The COVID pandemic has reduced the level of bus use in Oxfordshire, which will take some time to return to previous levels. Some rationalisation of routes and frequencies may take place to reflect the new 'normal', but it is considered the main commercial network should remain intact or be improved where possible. However, there is less certainty about some of the secondary commercial routes and some short-term financial support may be necessary to retain such services, especially where they link to other Council priorities. A provisional allowance has been made in the bid Finance table in the main report.
4. Away from the main routes, there are significant parts of the County without any form of bus service. Getting the provision of rural services right – in terms of providing a balance between being able to provide connectivity and serve populations and getting value for money from services which, in most cases, are not going to be commercially viable – is one of the biggest issues for Oxfordshire. Connections to commercial services, rail stations, new forms of flexible service and the provision of mobility hubs are just some of the ways this can be approached. There are wider strategic decisions needed, for example in terms of threshold for service provision, whether based on population size or other factors.
5. At this stage, a limited number of new services are proposed to provide accessibility to people living in these areas. These would probably operate in a flexible manner, focusing on journeys to work and education as well as for retail/medical/social purposes, linking in with main 'Premium' bus routes at hubs or interchanges. An estimated capital cost of £800,000 for around 8 new vehicles would reduce the ongoing revenue support costs required to sustain six new services, which is assumed to be £100,000 per additional route per annum.
6. Several new or improved conventional services linking rural communities were commenced in September 2020, following receipt of a one-year DfT Supported Bus Services Fund. Arrangements have been made to continue operation of these routes until March 2022. Provision has been made in the BSIP document and bid to continue operation of these routes until March 2025.

7. Rural mobility across Oxfordshire would also be enhanced by the provision of some 'mobility' hubs along the inter-urban network. These hubs would be located where modest investment could provide an interchange facility for journeys made by different modes from adjacent rural areas. It is currently assumed that six new mobility hubs could be progressed, at a provisionally estimated capital cost of £250,000 per hub. Some of these mobility hubs would be at existing suitable sites, which are already located adjacent to inter-urban bus services and already possess most of the desired facilities.
8. Park and Ride services have operated to and from Oxford City Centre for some decades, as the very first of such a scheme in the UK. Building on one of few wholly commercial networks in the UK, the strategy has evolved in recent years to include rail-based Park and Ride and the provision of sites further from Oxford, and to serve different travel markets such as the Hospitals.
9. There are considerable current challenges with Park & Ride in Oxfordshire, including significantly depressed demand. An urgent review is needed to review the role and purpose of sites, car parking charges and ticketing arrangements. There may well need to be some transitional financial support for this type of service.

More attractive Fares and Ticketing

10. The provision of a simple, attractive fare and ticketing structure is of fundamental importance in achieving Oxfordshire's vision of an attractive and efficient public transport system carrying more public transport users.
11. Oxfordshire has already made a huge achievement in adopting a 'Smartzone' in the Oxford area in 2011, which required the close collaboration of previously competing operators to provide an inter-available ticket range, covering different time periods. There are also other zonal fares in existence, for example, in the Didcot and Banbury areas.
12. There is a joint commitment for a gradual move towards a more integrated Countywide ticketing system. To achieve this will require negotiations with a wide range of operators, and some investment will be required in devices to issue and process tickets, as well as the development of back-office systems to reallocate revenue to operators. This may include more integration with rail ticket products, although this is likely to take some time to bring into operation.
13. Ahead of this, specific, targeted measures could be introduced to boost the market. This BSIP contains proposals for
 - cheaper tickets for under 19s
 - discounted tickets for low-wage NHS employees at Hospital sites
14. For now, it is assumed that £1 million per annum revenue support would be required to support new bus fare initiatives on an ongoing basis after 2025, but discussions are continuing with operators regarding this level of cost.

15. It is also assumed that the provision of some new ticket machines for smaller operators (so they can issue and accept multi-operator tickets), the provision of tap-off readers for some buses (to facilitate revenue reassignment on ticket types that would be faster to issue) and the cost of developing software to enable this reallocation of revenue would cost a total of around £600,000.

Better Vehicles

16. Buses used on Oxfordshire's Premium Routes are modern, with comfortable double-deck seating and with many customer-focused attributes, such as wi-fi and charging facilities for mobile phones. These buses also mainly have Euro 6 low-emission engines, as required in Oxford's Low Emission Zone. Some discussion will be required about the design of the future fleet, considering the availability of seating for elderly people and the need to reduce dwell time at stops as part of an overall approach to reduce journey times.
17. The next step in the evolution of Oxfordshire's buses could be the introduction of a fleet of an estimated 166 battery electric double-deckers on routes wholly within the Oxford Smartzone area. This new fleet could be part-funded through the Government's ZEBRA initiative, which would make a significant change to air quality within the Oxford City area.
18. As technology evolves, there will be proposals for investment in vehicles suitable for Oxfordshire's extensive inter-urban network. These are all day, high-mileage, higher speed routes with little opportunity for charging at termini so are not currently suitable for all-electric operation. Considerable thought will be given to the appropriate future technology for the 100 or more vehicles currently employed on high-speed high-mileage buses currently operating on the County's interurban network, for example hydrogen fuelled or improved 'range-extender' vehicles.

Improved Information

19. The provision of clear, unbiased, and attractive information about public transport is extremely important in attracting new users. Currently information is available on different bus operator websites, and related applications, but there is also significant unmet demand for more traditional approaches such as maps, paper timetables and roadside publicity.
20. 'Next bus' information is also currently available on the County's 'Oxontime' website, through electronic displays at 261 bus stops and through a text messaging facility. This system has been in operation for around 15 years and is now increasingly outdated and unreliable. A targeted programme of new 'totem' signs for comprehensive displays at key public transport hubs and interchanges is proposed. There would also expedite a programme of replacing older signs and providing new sign infrastructure where required. This programme would help to restore Oxfordshire's previous reputation as a nationally recognised leading public transport authority.

21. Unlike in many Local Transport Authority areas, there is currently no central portal for bus service information in Oxfordshire. No maps or diagrams are produced to show the bus service network of all operators, or connection points with the rail network. This BSIP proposes to change this situation by making a significant step-change in provision. Further development of a centrally provided information hub could be an Oxfordshire app, which could then lead to a portal for multi-operator ticket sales.
22. The provision of good quality public transport information requires investment in staff resources, both by the Council and by operators. Whilst certain types of information can be imported automatically, it is necessary to maintain the central electronic timetable database from which information can be exported in various formats to on-street signs, to websites and apps, to the national Traveline service and to operators for production of information at bus stops.
23. It is proposed to create a comprehensive County website for public transport information and to produce a suite of maps and diagrams showing the overall Public Transport network across the County and in the different towns. These maps would be used in Interchanges, in Bus Shelters and in other places and formats. An estimated additional staffing cost of £150,000 per annum (including on-costs) is included in the Financial Implications. An ongoing Revenue Support budget of £300,000 is required to pay for support costs (fees to the RTI system support contractor, the cost of producing maps, and designing a new website.)

A more reliable main road network

24. The free-flow traffic conditions experienced during the lockdown periods in 2020 provided an unheralded indication of what unrestricted conditions for bus services could be like.
25. In normal circumstances, Oxfordshire is currently an extremely challenging environment for bus operation, with a very constrained road network around Central Oxford, much competition for road space with other modes, an extremely high incidence of roadworks caused mainly by utilities and a very significant pressure from new developments.
26. According to recent bus operator analysis, between 2015 and 2018 bus operating speeds declined by 30% along Abingdon Road and by 19% along the Cowley Road. Bus schedules are already very slow – only 8 mph during the weekday peaks from the JR Hospital to the City Centre via Cowley Centre on route 10.
27. There will be strong focus on driving up operating performance on Oxfordshire's bus network, particularly operating speeds. There is a requirement for concerted action to improve punctuality and bus speeds both inside and around the central zone. There is likely to be a requirement for the installation of new bus lanes and other bus priority measures, particularly on stretches of the main road network approaching the very busy Oxford Ring Road. There is also a requirement for investment in smart traffic signals, which detect the approach of buses to key junctions and change the signalling sequence to provide buses with priority.

28. Achieving the necessary change will require much investment in operational personnel, supporting technology and targeted investment in infrastructure improvements. Both the Council and the bus operators will commit to a process of delivering improved quality through deepened partnership working, delivering more consistent bus punctuality and operating speeds.
29. The Council's Connecting Oxford project is key to achieving this success. This scheme will facilitate significant reductions in car traffic levels in the Oxford city area by creating a series of 'traffic filters', coupled with the introduction of a workplace parking levy, amongst other measures. The consequent reduction in general traffic will reduce delays to buses and will increase journey speeds. Some of these measures, focusing on the measures, particularly traffic filters, which have the potential to be delivered earliest, will now need to be accelerated to contribute to the bus journey-time reductions proposed in this BSIP. This in turn will give operators confidence to provide the local funding required to complete the bid for ZEBRA funding for the fleet of new battery-electric vehicles.
30. The Council is changing its approach to on-street parking enforcement, following the agreement to de-criminalise parking offences in three of the District areas (Cherwell, South and Vale). There will be mobile patrols starting in early 2022, which can initiate civil action against offenders. There will be a process for bus operators to provide details of problem locations.
31. There will also be an ongoing corridor-by-corridor approach to measuring bus performance, of analysing points of delay and working up schemes which increase average bus speeds. Operating statistics will be produced on a regular basis, and teams of operational Council and bus company staff will be empowered to work up schemes for investment.
32. For this approach to work, it is proposed that additional staffing resource will be required in the following council functional areas: roadworks, traffic signals, capital scheme design. Investment will also be required in new technology for installation in traffic signals.
33. A proposed base capital budget of at least £10 million per annum for additional capital works related to bus movement is included in the indicative BSIP bid profile. This will be additional to the current annual £1 million budget for these works. The cost of additional staffing in the Network management area required to facilitate closer working with the bus operators is estimated to cost £200,000 per annum (including on-costs).
34. Work is still ongoing to define and refine a list of potential bus priority schemes for the BSIP bid, including quantifying the benefits. These projects have been identified by operators as causing significant delays to buses and their users, causing additional vehicles to be deployed on services to maintain frequencies, at additional cost.
35. Inclusion of a scheme on this indicative list does not imply that these proposals will necessarily proceed as illustrated, individual projects would be subject to the usual process of approval by Cabinet Member or the full Cabinet. This list is

intended to illustrate the level of commitment required to enable the outcomes we are looking for through BSIP and inform the discussion about the quantum of ambition to be included in the bid to Government.

Improving Bus Stop Infrastructure

36. The quality of each bus stop across Oxfordshire is of fundamental importance to the attractiveness of the public transport network to residents and visitors travel mode. Due to restricted budgets and staffing levels, maintenance standards have declined in recent years with a drift away from the high standards achieved during the Premium Bus Routes programme.
37. It is considered essential that common high-quality standards for the County's bus stops are re-established as soon as possible. This requires greater emphasis on bus stop infrastructure delivery as part of an integrated public transport function in the County Council. This increased resource would also focus on delivery of common standards for bus shelters across the network, for example through tendering an Oxfordshire advertising contract. In addition, an enhanced maintenance budget would be required for the upkeep of bus stop infrastructure across the County and replacement of damaged assets.
38. An annual capital budget of £500,000 for each of the next three years is proposed for a programme to catch up with arrears of maintenance, to upgrade infrastructure as required. This amount will also cover the procurement of new shelters, where these cannot be included in the proposed new advertising shelter contract. An annual revenue budget of £150,000 (including on-costs) is also required to provide adequate staffing for this function.

Targets

39. The Council and bus operators must agree to a set of performance targets, to be achieved through joint working and agreed programmes. The overall County annual bus patronage level was 40.8 million in 2019/20, however overall patronage had declined from a higher level of 43.2 million reached in 2013/14 and patronage levels for 2020 and 2021 will be much lower than this. The immediate challenge is to regain lost ground as quickly as possible and restore a comparable patronage level, which will support a comprehensive commercial bus network with services from early to late, seven days per week. Otherwise, there will be reductions in bus service levels, in some cases lower frequency of bus services, in other cases removal of evening/weekend buses, or possibly the loss of entire routes. Whilst bus services in the last two years have been sustained through a Government COVID support scheme, this will cease by April 2022 and current patronage levels are at a level insufficient to sustain the current network.
40. The Council and bus operators entered a Punctuality Improvement Partnership in 2020. The current target for services measured at origin points is 90% of all journeys operating within a window of no more than one minute early or five minutes late. Current performance is 87%; however, this metric is less important than average bus speed in the Oxfordshire context because bus schedules are

currently artificially inflated to meet the requirements of the Traffic Commissioner.

41. The average operating speeds of buses in urban areas is an essential statistic for inclusion in the BSIP, so progress can be measured year on year. In Oxford, measurement will be made at the corridor level as well as providing an average bus speed for the wider city network. Some work remains to be done before presentation of this important metric.

Oxfordshire – scheduled bus journey times

Oxford City radials				
	Routes	Am peak	Interpeak	Evening
Elms Parade-Westgate	4	14 mins	11 mins	10 mins
Wolvercote – Sr Aldates	35	32 mins	32 mins	34 mins
Garden City – Magdalen St	2	28 mins	22 mins	15 mins
Jack Straws Lane -St Aldates	X3	16 mins	22 mins	18 mins
Barton Edgecombe– Westgate	8	36 mins	44 mins	19 mins
Wood farm – Police station	15	29 mins	24 mins	23 mins
Templars Sq-Westgate	1,5	25 mins	22 mins	19 mins
Rose Hill - Westgate	3	29 mins	23 mins	20 mins
Orbital				
Cowley to JR hospital	10	28 mins	28 mins	22 mins
Summertown to JR hospital	700	40 mins	30 mins	25 mins
Inter-urban				
Wantage – Frideswide Sq	S9	55 mins	45 mins	
Witney Mkt – George Street	S1	64 mins	45 mins	36 mins
Carterton X –George St	S2	65 mins	57 mins	
Woodstock – George St	S3	43 mins	33 mins	24 mins
Deddington – Magdalen Street	S4	68 mins	52 mins	46 mins
Thame - Oxford	280	44 mins	37 mins	32 mins
Chalgrove-Speedwell St	11	56 mins	49 mins	
Wallingford-Westgate	X39/40	51 mins	36 mins	34 mins
Radley - Westgate	35	23 mins	20 mins	18 mins
Abingdon-Police stn	X2	36 mins	22 mins	18 mins
Didcot Parkway-High Street	X32	48 mins	33 mins	32 mins

42. Passenger satisfaction is the final indicator to be included in the BSIP document, Passenger Focus has carried out comprehensive surveys in recent years, with Oxfordshire scoring a respectable percentage of bus users satisfied with their journey. In 2019, 93% of 1,057 Oxfordshire bus users were either satisfied or very satisfied with their journey. Efforts will be made to capture the views of non-bus users, which are not included in the Passenger Focus methodology.

BSIP submission to DfT

43. A blank DfT Finance Form to be attached to Oxfordshire's BSIP is attached as Annex 2. This strongly suggests that the quality of Oxfordshire's bid will be enhanced by inclusion of complementary funding for bus-related schemes, in particular this Council's capital and revenue programmes. This will be completed prior to submission.

44. BSIP capital schemes.

The following section gives further details of the Capital Schemes which are proposed for inclusion in the BSIP document and bid. Most of these already have Feasibility studies and/or some other funding available (Developer Funding, Growth Deal). A successful bid to BSIP could help to fill funding gaps and ensure that some important 'bus priority' capital projects could be delivered in the next 3 years.

45. Proposed Bus Priority schemes

This Bus Service Improvement Plan proposes several capital schemes which will have a significant effect on promoting faster journey times and more reliable journeys for buses. These measures will make buses more attractive for users and will reverse the recent trends in bus patronage in Oxfordshire

This list of projects with indicative costs are described in more detail in the following sections

	Scheme	Description	Indicative cost
C1	Connecting Oxford	Traffic filters	£3 million
C2	Countywide Traffic Signal upgrade	Enable bus priority at all junctions and crossings	£3.1 million
C3	Barton (Waynflete Road to A40)	Bus link	£3 million
C4	Hinksey Hill A34 Northbound Exit	Bus Lane	£10 million
C5	Banbury Cherwell St	Bus lane	£2.5 million
C6	Pear Tree Park & Ride	Bus Lane extension	£1 million
C7	Benson Lane, Crowmarsh	New bus-only right turn off A4074	£2 million
C8	Kidlington roundabout	Signalised roundabout and bus priority approach	£5 million
C9	Horspath Driftway	Queue relocation	£1.5 million
Total			£31.1 million

C1 Connecting Oxford

The 'Connecting Oxford' proposals constitute a very radical proposal to make a significant reduction in general traffic levels in the Oxford City area, within the Outer Ring Road. A series of 'Traffic Filters' are proposed at strategic points within this area, which would restrict movement by general traffic, except by buses and other permitted vehicles. These 'Traffic Filters' would be similar to the current successful Oxford City Centre bus gates, which constrain general traffic through the use of camera technology, backed by the appropriate enforcement legislation, signage and penalties for infringement. The reduction in general traffic levels on most roads within the Outer Ring Road will have a beneficial effect on bus journey speeds in this area.

The implementation of these Traffic Filters is currently scheduled for the summer of 2023, subject to the outcomes of consultation and scheme approvals.

The cost of delivering the Traffic Filters, associated signage, back-office set-up and associated studies for the traffic filters and Workplace Parking Levy proposals is estimated to cost £4.4 million between 2021/2022 and 2023/4, of which £1m of Growth Deal funding can be offered as Match Funding,

	2021/2	2022/3	2023/4
Growth Deal	0.6m	0.4m	
BSIP capital		1.6m	1.4m
Total	0.6m	2.0m	1.4m

The Connecting Oxford proposals also include a 'Workplace Parking Levy' (WPL) component, which has a separate approval process. The WPL scheme would charge work-spaces used for commuting in much of Oxford £400-600 per annum, commencing in 2024, subject to the outcomes of consultation and scheme approvals. This proposal would not only result in lower levels of car use to and from workplaces, but also raise income to fund additional measures in this area, to deliver improved bus services, especially to workplaces around the 'Eastern Arc' of the City.

The WPL scheme could raise up to £4 million per annum for investment in supporting measures, especially in improved bus services. These funds would likely start to become available from 2024 onwards and would provide much needed longer-term investment.

There is a strong aspiration for better bus services, especially to the Eastern Arc, which are covered in the 'revenue' section of this bid.

(see plan)

C2 Upgrading traffic signals with bus priority modules

Providing traditional bus priority measures (such as significant sections of bus lane) is not feasible at many of the congestion points in the historic urban environment of Oxford city and the County's towns and villages.

It is therefore considered that a comprehensive upgrade to the County's stock of traffic signals would be a highly appropriate way of reducing bus journey times around the County. Modules can be inserted into each signal installation (junctions and the various typed of pedestrian/cycle crossing, and these can then be configured to detect approaching buses through an interface with the AVL component of Oxfordshire's Real Time Information system. The traffic light sequence at each signal installation can then be progressed more quickly to offer the oncoming bus a green light, or a green signal can be extended to allow an approaching bus to pass.

Oxfordshire currently has 438 named signal locations, of which 158 are road junctions, 278 are pedestrian crossings of various types and there are two signalled bridges.

It is estimated that the cost of fitting the bus priority modules to site signal controllers would cost £9,000 per junction and £6,500 per crossing, inclusive of supply, installation and testing. which adds up to a proposed investment of £3,103,900 for the entire County.

A full-time additional position for 3 years would be required to oversee this project and to undertake any feasibility configuration and linking work, at an annual cost of £70,000 including on-costs. This position would probably be a consultant, engaged solely to deliver this programme

Of the 438 sites, 147 are located in the Oxford City area, where there is a higher density of bus journeys and proportionately more delays to buses. On a typical urban corridor with 12 signal installations (thus 24 signals on the round trip) an average 10 second benefit to buses per signal could make a 4-minute journey time reduction on a round trip, thus making a very substantial contribution to better reliability, shorter and more attractive journeys and consequently more bus passengers.

It's proposed that the traffic signal programme would start in the Oxford City and would be rolled out on a corridor-by-corridor basis, starting with those routes which currently suffer from the greatest delays. This programme would then stretch outwards to the inter-urban corridors and the main Oxfordshire towns, before tackling more isolated signal installations. Banbury has 47 signal installations, Bicester 30, Witney 23 and Didcot 16 signalised junctions and pedestrian crossings. There are currently significant delays to buses in these towns.

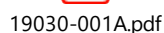
C3 Barton Waynflete Road link

This proposal for a new section of one-way bus only road would link the Barton residential estate with London Road, thus avoiding the Barton exit onto Green Road roundabout which causes very significant delays to buses on route 8. The difference between daytime and evening journey times from Barton to Oxford City centre is as much as 25 minutes – from 44 minutes daytime to 19 minutes evenings. This represents a resource cost of at least £360,000 per annum to operators, to maintain the 8 buses per hour level of service.

Green Road roundabout was last revised around 12 years ago, when a 'hamburger' lane was provided from the A40 (London) approach to A40 (Cheltenham) direction.

The Waynflete-London Road link would result in buses being able to avoid the very long delays on the exit from Barton estate, instead actuating a traffic signal which would allow buses to join the flow from London/Thornhill, at the same time providing a pedestrian crossing for local people.

(see plans)



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Centre to the City Centre in 36 minutes (Police Station) compared to 22 minutes during the inter-peak period. Around 10 minutes of this excess peak hour schedule can be attributed to the queue approaching the Hinksey Hill interchange.

A bus lane costing around £10 million could be provided by widening the exit slip road – this would extend back for some distance adjacent to the A34 trunk road,

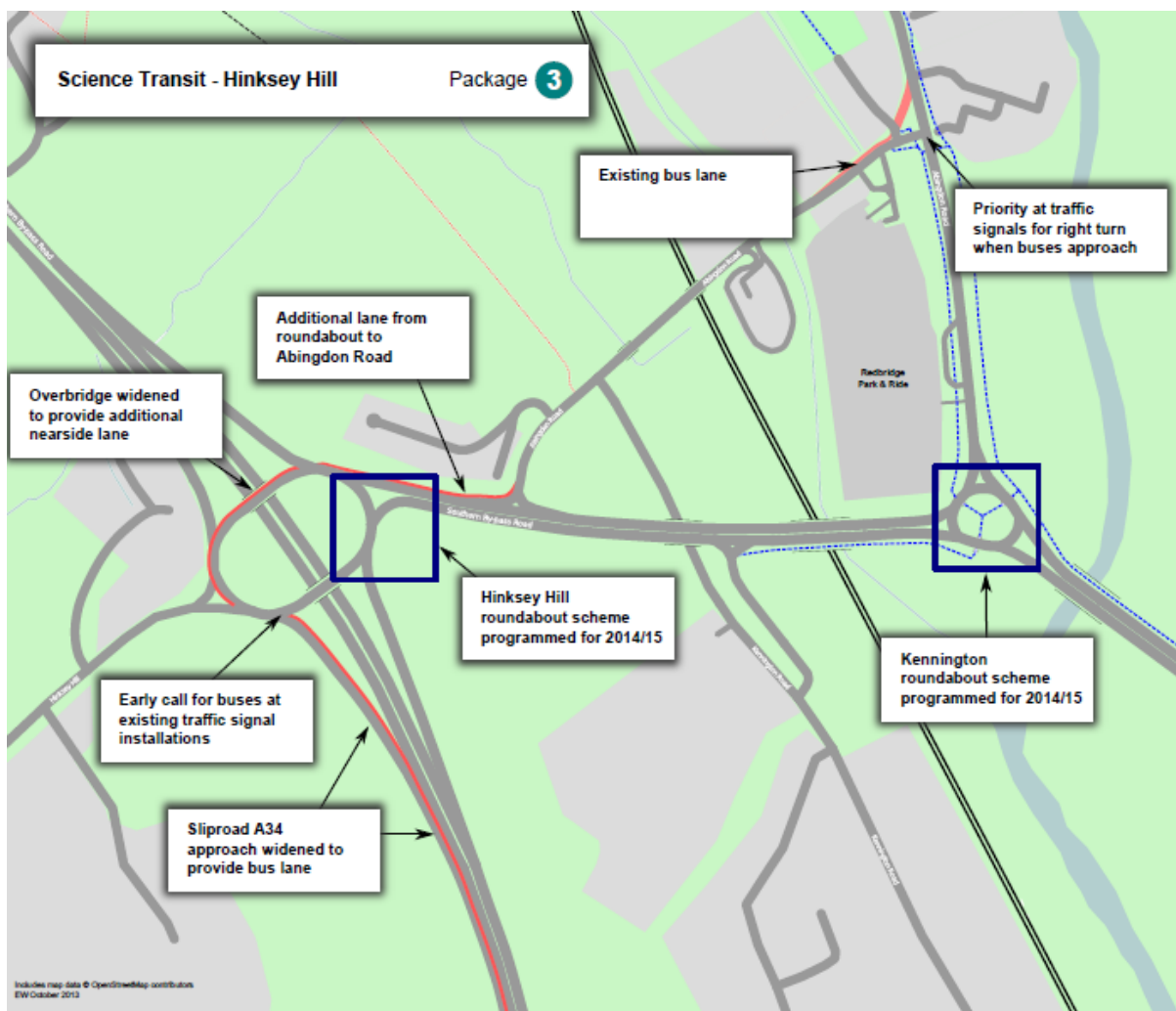
A section of bus priority lane is being provided on an adjacent scheme linking Hinksey Hill with Kennington Roundabout. This project being delivered from £15 million of Growth Deal monies, which will be used as match funding for the Hinksey Hill project.

(to be revised, to reduce length of bus lane and avoid cost of removing pedestrian overbridge)



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25 Option 4 Concept I26 Option 4 Concept I Annex 4 - City Deal.4

(see plans)



C5 Banbury Cherwell Street

The signalised Bridge Street intersection with Cherwell Street is of particular importance for Banbury's local and inter-urban bus network, as it is the gateway to the terminal area within the Town Centre. This junction operates over-capacity resulting in significant delays to buses, both into and out of the town centre. The provision of a section of bus lane and reconfigured traffic islands between the George Street and Bridge Street junctions, would save around 2 minutes (one sequence of the signals) for buses approaching the Town Centre on the following routes: B5, B9, S4, 488 (10 buses per hour) as well as services operated by Johnsons and Community operators. A reconfiguration of the signals would also save around 2 minutes per bus for the same routes, plus the B3 to Bodicote, the B9 to the Gateway Centre and the 500 to Brackley (so a total of 16 buses per hour) plus Johnsons and Community operators.

The estimated cost for widening Cherwell Street for the new bus lane and making changes to the traffic islands and signal sequencing is estimated to be £2.5 million. The scheme would also link with the Tramway project costing £3 million and funded through the Growth Deal. This project will re-route bus service B3 through the Rail Station forecourt area providing direct linkage between residents in several parts of Banbury and the rail station.

(see map)

C6 A44 Pear Tree park and ride junction

The A44 north of Oxford is soon to be transformed as a consequence of major new commercial and residential developments due to Cherwell's new Housing Allocation policy, with bus priority measures being included in a major physical enhancement of this corridor, to accommodate the additional movement which will be generated. The scheme designs aim to cap car travel at current levels, whilst increasing the use of more sustainable modes.

The section of route from Yarnton (Cassington Road) to the Pear Tree Interchange (A44 junction with the A34) will have near-continuous bus lanes and will be funded with £15 million of Growth Deal monies.

The section of route from the A44/A40 Wolvercote roundabout to a junction with a new link road between the A44 and A40 will be constructed as a Planning Obligation by the developers of the Oxford North site. This section will also include bus lanes and new bus stops.

These plans leave a short section of the A44 between the two schemes, which include the junction to the access road to the Pear Tree Park and Ride site. Delays to southbound buses along the A44 during peak hours currently cause significant delays to s3 services, as their route into the existing southbound bus lane is blocked by protruding traffic islands at this junction. These buses either must make a time-wasting detour into and out of the Park and Ride site, or they must wait until they can join the outer lane. Peak hour buses from Woodstock to the City Centre are currently scheduled to take 48 minutes rather than the inter-peak 38 minutes.

The estimated cost of the proposed works at the Park and Ride junction are £1 million, and these can be set against the £15 Growth Deal funded A44 project for the Pear Tree Interchange to Yarnton section.

(See plans)

C7 Benson Lane, Crowmarsh

This proposes a signalised right-turn for buses off the A4095, into Benson Lane which is the 'historic' direct route from Oxford towards Crowmarsh Gifford and Wallingford.

Currently Benson Lane is one-way only between the A4095 junction and Howbery Park, which is an employment site with many bus users travelling from Oxford. Currently they need to cross the fast A4095 road and walk some distance to their workplace.

The three inter-urban buses per hour on routes x38/x39/x40 are required to travel much further than is necessary, to the junction with the Henley Road, before turning west towards Wallingford

It is thought that creating this right-turn bus-only facility would also much better serve new housing situated along Benson Lane.

The indicative cost of this signalised junction and associated realignment of Benson Lane would be £2 million.

(see plans)

C8 Kidlington roundabout

This signalisation project at Kidlington roundabout would reduce peak-hour delays to buses passing southbound through Kidlington. Currently there are 13 buses per hour on routes 2, 7, s4, 500 and 700. There would also be significant reductions in journey times from Bicester to Oxford (currently 4 buses per hour on service s5).

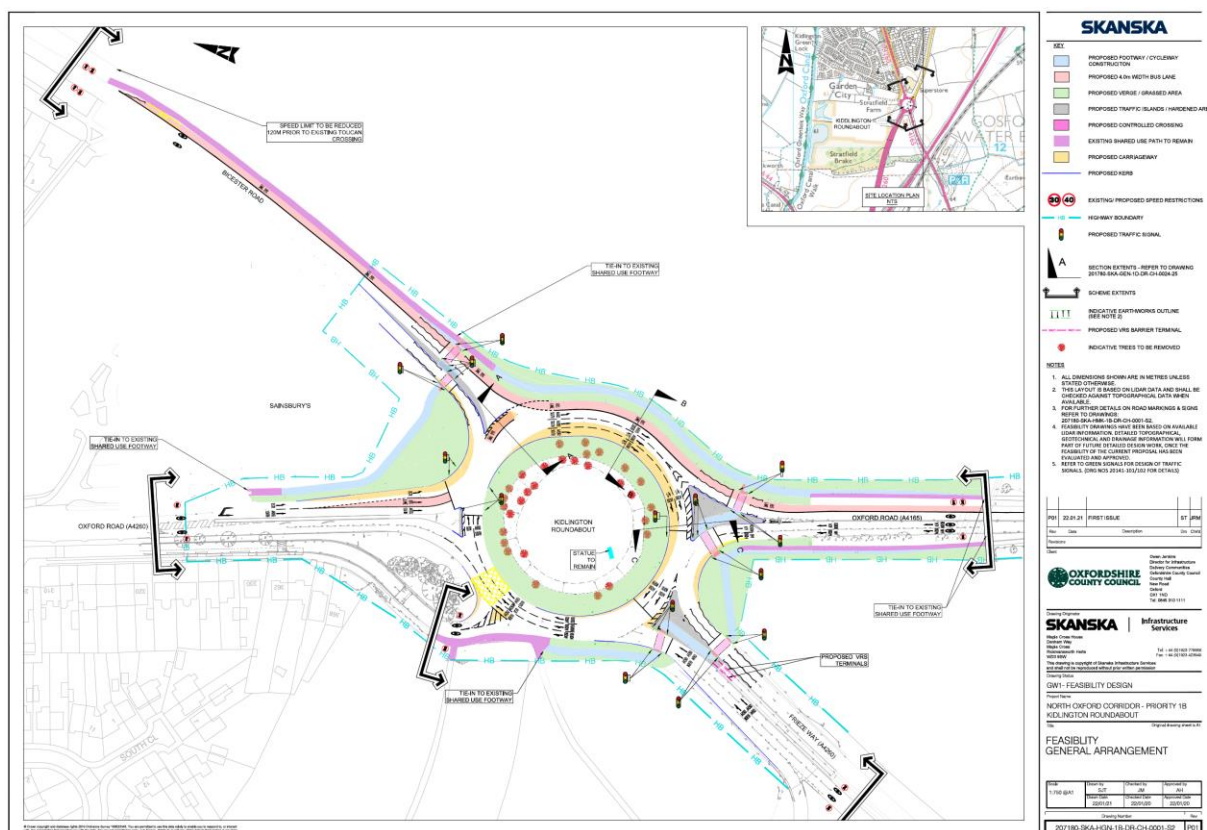
The peak-hour journey time from Kidlington (Garden City) to Oxford (City Centre) is 28 minutes, while the inter-peak journey time is 22 minutes, a differential of 6 minutes. The peak-hour scheduled journey time from Bicester (Park and Ride) to Oxford City Centre is 42 minutes, whilst the inter-peak schedule is 31 minutes, a differential of 11 minutes.

The cost of the Kidlington roundabout scheme is £6 million, of which £1 million would be provided by Growth Deal funding, leaving £5 million to be funded by BSIP.



P1B Kidlington
GA.pdf

(see plans)



C9 Horspath Driftway

This project aims to relocate queues of cars which build up in peak hours from traffic turning from the Southern Bypass into Horspath Driftway, before turning into The Slade. The configuration of the mini-roundabout at the junction of the Slade, Hollow Way and the Slade results in northbound bus movement becoming blocked. The queue of cars would be relocated into the inner lane of the Eastern Bypass,

Buses on routes 10 and U5 (up to 10 buses per hour) would benefit, along the proposed new bus route from Abingdon/Redbridge to Eastern Arc workplaces and the JR hospital, reducing journey times and increasing the reliability of these services. Route 10 is currently scheduled to take 6 additional minutes during peak periods between Cowley and the JR hospital.

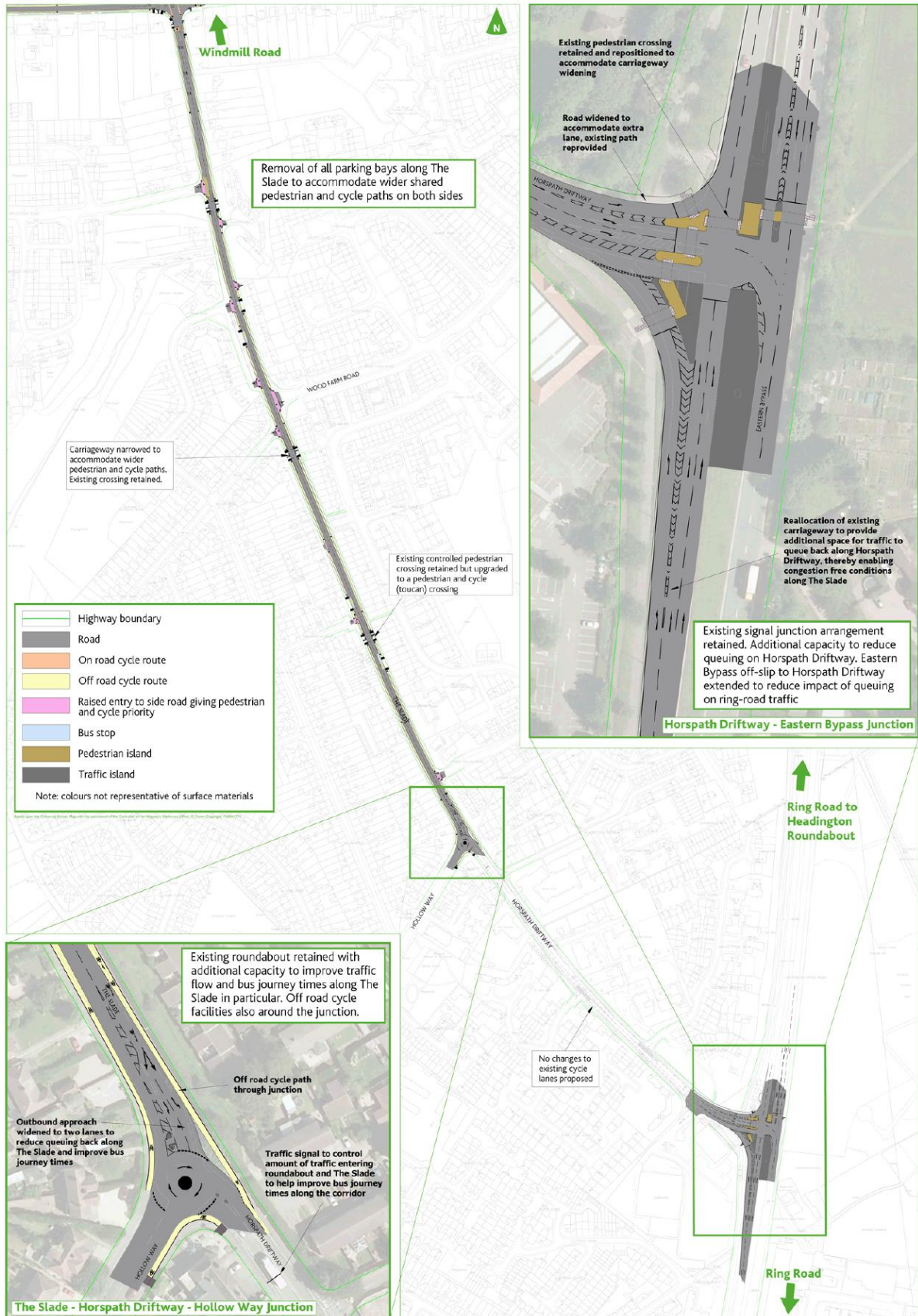
The cost of the Horspath Driftway queue relocation scheme is estimated to be £1.5 million.

(this may be included with the Connecting Oxford proposal)



A2H TRO
consultation_The Slad

7 The Slade - Horspath Driftway



Other BSIP capital projects

46. There are four other capital projects for further consideration. (scheme reference C10 to C13),

C10 Mobility Hubs

There has been much discussion recently about the Mobility Hub concept, in an aim to provide much better interchange between several modes of transport, and potentially making the bus more accessible to a wider range of users.

The concept is modular, but sites including more modules (showers, toilets, workspace etc) would take some time to design and deliver, would need planning permission and business cases for staffing etc, which would probably rule out the more ambitious models for delivery within the three-year BSIP timeframe.

However, it appears more likely that this type of Mobility Hub could be provided through the Development Planning process, in a similar manner to the Bicester Park and Ride site, which was delivered through the Bicester South West (Kingsmere) Planning Application. This type of facility would need to appear in Planning Policy documents before these Development sites come forward, thus generating negotiations, This type of site could take up to 10 years to deliver.

Another route for delivery of Mobility Hubs might be through partnership working with large sympathetic organisations, – Science Parks, Universities, Hospitals etc. Whilst the Council has ongoing relationship with these bodies, working up an agreed design and consequent delivery plan would also be protracted, probably over 3 years unless a start has already been made.

The Harwell Science Centre is currently planning to construct a ‘Travel Hub’ on its land, so it is proposed that this site becomes the first Oxfordshire Mobility Hub in this category, This would benefit a scattered rural population to the south of Harwell campus, as well as providing more options for movement to the further reaches of the very extensive Harwell Campus site.

It is probable that some of the Oxfordshire Park and Ride sites could be modified, as these sites already belong to local Councils. Whilst these of these sites have staff, toilets and a heated waiting area, there would probably not be enough space for showers/workspace etc without some form of building extension. The amount of covered cycle parking could be increased, however.

Redbridge Park and Ride site could become a Mobility Hub, as it could act as an interchange point for South/East Oxford residents cycling to interchange with inter-urban bus services heading towards Crowmarsh, Abingdon, Milton Park and Harwell. A new Park and Ride site is scheduled to be constructed soon at Eynsham on the A40 corridor west of Oxford. The site would appear to have the potential for some modifications to the current design to provide elements of the Mobility Hub concept.

There is possibly more opportunity for rural ‘opportunity sites’ in Oxfordshire. These would be relatively low-cost upgrades at certain locations, where there is some

existing 'spare' tarmac which could be formalised as a parking area. There would need to be much better shelters and there would need to be some secure/covered parking for cycles, and some provision of surfaced footway.

There are currently eight indicative rural mobility hubs along the A420 (Oxford-Faringdon-Swindon) and the A4074 Oxford-Wallingford-Reading corridors.

A420 corridor (Served by the s6 inter-urban bus from Swindon to Oxford, 3 or 4 buses per hour)

1. West of Southmoor, junction with Charney Lane
2. East of Kingston Bagpuize
3. Faringdon, Coxwell Road
4. Watchfield, Majors Road

A4074 corridor (Served by the x38, x39, x40 inter-urban bus from Wallingford to Oxford, 3 buses per hour)

1. Benson Marina
2. Berinsfield, A415 junction
3. Golden Balls
4. Nuneham Courtenay, opposite Arboretum

Currently there's a line in the BSIP bid suggesting that 3 Mobility Hubs might be progressed, at a cost of £500,000 each. But this would seem excessive where spare tarmac for parking already exists, such as west of Southmoor, or at Benson Marina. Perhaps we could progress six at an average cost of £250,000 per site – so we could have Harwell, one of the Park and Ride sites and two of each of the A420 and A4074 corridors.

C11 On bus ticketing equipment

1 Development and modernisation of Oxford Smartzone

Oxfordshire has a market-leading multi-operator Smartzone scheme, which has been in place since 2011. This covers all services operated by Go-Ahead and Stagecoach operating in the greater Oxford area.

Smartzone tickets can be purchased via the following means:

- On-bus, as a day ticket or by topping up a Smartcard. Only tickets of less than 4 weeks duration can be topped up on board buses.
- In a travel shop, by topping up a Smartcard
- Online, by topping up a Smartcard

Prior to the COVID-19 pandemic, Smartzone was highly successful with around 10m journeys being fulfilled each year using these products. A survey from the TAS partnership in 2018 found that 81% of respondents saw the scheme as offering good value for money.

The scheme is operated as a joint venture by the bus operators, with no involvement from the LTA. An independent information referee is employed to apportion revenue between operators, and to check and periodically audit data returns made by operators. This model has generally worked well, however as with any mature scheme some areas for development have been identified and we will seek to address these in this plan.

Firstly, the scheme does not include smaller operators operating within Oxford City, such as Arriva, Red Rose / Redline and Pulhams. Both Arriva and Red Rose / Redline are currently in the process of setting up their ticket machines to accept Smartzone products and we expect this to be in place by the start of the 2022/23 financial year.

Secondly, the requirement to first hold a Smartcard to be able to access scheme products acts as a barrier to entry to the scheme and can make it difficult for shorter term visitors to the city to access. To address this, it is planned to introduce Oxford Smartzone QR coded mobile app tickets, with these being targeted for launch around the start of year 1. Operators have already invested in QR coded enabled ticket machines and have drawn up a project plan to implement this technology, however a contribution of £150,000 is sought from the National Bus Strategy funds to allow set up, testing and the onboarding of smaller operators to this. The advantages of doing this will be to remove barriers to travel, reduce scheme fulfilment costs and act as a “proof of concept” for schemes involving differing ETM suppliers. Thus far, successful QR code based multi-operator schemes have only been implemented where all operators utilise the same ticket machines. This work is essential to ensure that moving forward, operators maintain the ability to keep an open choice for the purchasing of a ticket machine equipment and avoids the possibility of a monopoly developing in the supply chain.

Thirdly, the day ticket element of the scheme is currently operated as an “MIT” product, with revenue laying where it falls, unlike the longer-term Smartcard-only tickets which are operated as “MTC” products, with revenue re-apportionment between operators. This limits the ability for joint promotion of the day ticket, as each operator must be free to price these tickets as they see fit under competition law. It is planned to address this issue by converting the day ticket to a QR coded “MTC” product once the app channel has been implemented. This will enable improved promotion of the day ticket, as well as for multi-operator day tickets to be sold through off-bus channels such as mobile apps for the first time. Similarly, once a paper MTC range is established, this may enable the introduction of an on-bus weekly multi-operator ticket within Oxford, or a county-wide multi-operator day ticket similar to the Hertfordshire “Intalink Explorer”, each which has been noted as a current gap in the range. This will also allow the foundation to be put in place for future deployment of multi-operator capping schemes as described in 2 below.

Finally, awareness of the scheme is limited – TAS found that 61% of bus users surveyed in Oxford city in 2018 had heard of Smartzone. Operators also market their own products and the choice of tickets of both Smartzone and “operator own” tickets are quite broad. Therefore, choosing a ticket can appear confusing, particularly to new or occasional bus users. To address this, we plan to re-launch Smartzone with consistent on-bus and roadside signage denoting where the scheme is valid. We are

requesting funding of £50k to support this re-launch and to ensure all vehicles within the Smartzone area carry easily identifiable Smartzone branding on the exterior of the vehicle, to clearly show customers that the ticket is accepted.

2 Simplification of product range

Research and feedback from stakeholders have consistently indicated that fares in Oxfordshire, and within Oxford city can be confusing and make it difficult for new users, or those new to the area to work out the best value ticketing products for them, particularly in season tickets and carnets.

This is partially due to the operating environment, with Oxford city home to several multi-operator corridors with services shared between operators under Qualifying Agreements. For competition compliance reasons, operators have continued to offer their own single operator products as well as the multi-operator SmartZone ticket, and it has been challenging to communicate simple messages around the inter-acceptance of returns and day tickets within the Smartzone due to competition law factors, as well as the pressures of commercial competition between operators. Similarly, commercial issues have historically limited the extent to which operators have wished to promote the multi-operator ticket range, with the range generating very low yields for operators due in part to the fact that a significant proportion of the tickets are sold as heavily discounted annual products, often through workplace “salary sacrifice” or “pay monthly” interest free loan schemes.

Under the Enhanced Partnership we hope to address this issue through a review of the season ticket range for both adults and young persons. Within the city it is proposed to withdraw single operator tickets and replace these with the Smartzone range. The Smartzone range will have a weekly on-bus paper variant added, and will be expanded to operate on mobile, as well as on Smartcard. All operators running services within the Smartzone will be required to accept Smartzone tickets for travel and encouraged to join the scheme to benefit from revenue apportionment from the scheme products.

The withdrawal of own operator tickets within Smartzone will make marketing of season tickets for travel on services into Oxford from outside the zone more simple. Operators will work to offer a simple “add Smartzone for £x” message to their own operator period tickets for these journey types, with this being consistently applied across all services.

Some of the longer term Smartzone passes will be rationalised with a view to offering a consistent range across all channels, simplifying the ticket range and removing excessively low yield products to allow operators to maintain an attractive and low-priced range of on-bus fares.

No funding is required from the BSIP for this part of the strategy, but it will form a fundamental building block of making buses more accessible and easier to understand in the county.

3 Further roll out of Tap on, Tap Off (“TOTO”) in Oxford city

Oxford is a city with a higher-than-average level of on-bus transactions, and this is partially caused by the challenges with Oxford Smartzone noted above. These impacts boarding times, with TAS finding in their research in 2018 that tickets purchased on-bus took on average 10-11 seconds to issue, compared with 5-7 seconds for QR code or Smartcard ticket transactions to be completed. TAS found that some 80 operating hours per day were spent issuing on-bus single, return or day tickets, and that it may be possible to reduce this by as much as a third, leading to journey time savings with appropriate migration of these purchases to off-bus channels, or to TOTO for those who resist “planning ahead.”

Go-Ahead has offered TOTO functionality with single operator capping on all its services in Oxfordshire through its “Freeflow” product, since June 2020. Currently this makes up only a limited percentage (<5%) of on-bus revenue, due to the lack of consistency between operators of the channels on offer and lack of a multi-operator cap within the Oxford Smartzone area. Go-Ahead has felt that introducing a cap within this zone might lead to competitive tension with Stagecoach, as well as the possibility for confusion for customers, who might expect the cap to work across operators as is the case with many other tickets in this zone and has therefore not proceeded to do so.

To introduce multi-operator capping, it is first necessary for each operator to introduce TOTO functionality with capping for its own services and products. We therefore propose to seek funding to widen the roll out of TOTO to Stagecoach, Arriva, Red Rose, Redline and Pulhams services. This will allow a more consistent customer experience between operators which should in turn lead to increased take up of TOTO, with a corresponding reduction in single fares being purchased. This will lead to an improvement in boarding times within Oxford Smartzone and will allow the foundations to be put in place for multi-operator capping to be delivered, once the industry project CORAL to deliver the industry back-office solution has concluded. As well as funding physical readers, it is likely that funding will also be required for development of the technology to underpin the scheme, either in development of existing single operator back offices to be compatible with a multi-operator scheme, or to allow those operators without their own back offices to be able to participate.

Summary	2022/3	2023/4	2024/5
System integration	150,000		
Card readers	100,000	100,000	
Machines for small operators	50,000	150,000	50,000
Totals	300,000	250,000	50,000

C12 Real Time Information

‘Next bus’ information is also currently available on the County’s ‘Oxontime’ website, through electronic displays at 261 bus stops and through a text messaging facility. This system has been in operation for around 15 years and is now increasingly outdated, with increasing failures of equipment

A targeted programme of new 'totem' signs for comprehensive displays at key public transport hubs and interchanges (including rail stations) is proposed. There would also expedite a programme of replacing older signs and providing new sign infrastructure where required. This programme would help to restore Oxfordshire's previous reputation as a nationally recognised leading public transport authority.

Replace 175 old signs	@£7,000 each -	£1,225,000
25 new totem signs	@£24,000 each	£600,000
50 new standard signs	@£8,000 each	£400,000

These costs are derived from existing contracts and include an allowance for civil engineering works for the new 'standard' and 'totem' signs.

Examples of possible new Totem sign locations (will be multiple signs in some locations)

Cowley	Witney	Redbridge
Headington	Carterton	Water Eaton
Summertown	Chipping Norton	Gloucester Green
Abingdon	Banbury	Wantage
Didcot centre	Bicester	Thame

It's possible that one or more totem signs could be located in rail stations. However, as the installed cost of a sign in a station would be roughly double the cost of an installed totem sign on-street, then each sign installed on railway land would reduce the number of on-street signs by two

Total capital cost **£2,225,000**

	2022/3	2023/4	2024/5	Totals
Replace old RTI signs (175)	475,000	375,000	375,000	1,225,000
New totem RTI signs (25)	200,000	200,000	200,000	500,000
New standard RTI signs (50)	100,000	150,000	150,000	400,000
Totals	775,000	725,000	725,000	2,225,000

C13 Improvements to bus stops

Oxfordshire has around 3,000 bus stops, of which around 2,000 are located on routes with at least an hourly daytime bus. There are up to 1000 shelters at these stops, and there are 261 Real-time information signs at these stops.

The quality of these bus stops varies enormously. The Council aims to establish standards for its estate of bus stops, which will be divided into three categories, as follows:

Premium

Stops on routes with a turn-up-and-go bus service of at least four buses per hour (currently or expected to be, as a consequence of housing/commercial development in the near future) plus evening/Sunday bus service

Second-tier

Stops on routes with at least an hourly bus service on weekday daytimes

Minor

Stops on routes with less-than-hourly service on weekday daytimes.

It is proposed to establish minimum standards for these types of bus stops. The Premium Route stops will attract the largest numbers of passengers to these access points to the bus network, so these will have higher standards of accessibility (kerb heights, ramp access etc), higher standards of information (wayside displays and in many cases electronic information) and higher standards of comfort (shelter, seat etc),

The Council will also strive to improve Second-tier and minor bus stops to minimum standards of provision, including hard-standing areas and a distinctive pole/flag/information case unit, which will advertise the stop location for bus users and also provide basic timetable information.,

There was substantial investment in stops along the County's Premium Bus Routes between 10 and 20 years ago, but since then there has been some deterioration. Since then, stops have been provided on an ad-hoc basis for new development sites, but bus stops elsewhere on the same routes can be dilapidated.

An annual capital budget of £500,000 for each of the next three years is proposed for a programme to catch up with arrears of maintenance, and to upgrade infrastructure to the proposed standards as required. This amount will also cover the procurement of some new shelters, where these cannot be included in the proposed new advertising shelter contract.

BSIP revenue support

47 There are nine projects or schemes which would require revenue support from BSIP, referenced R1 to R9. some of these requiring ongoing support from the Council's revenue budget,

R1. New rural bus route project

Six semi-flexible new bus routes would be created in the more rural parts of Oxfordshire. The current thinking is that seven new buses would be purchased by the Council, and initially these vehicles would be maintained and operated by the Council's in-house fleet service.

The areas to be served would include villages where all bus services were withdrawn in the last decade, so the new routes would link residents to various services (retail,

medical, education and social) in addition to the wider public transport network linking to larger centres.

The new bus users would access a range of travel tickets, including single fares and day tickets from the integrated Oxfordshire range

Currently, it is anticipated that these buses would operate on an hourly or two-hourly basis during weekday daytimes, in a similar manner to the Lincolnshire Call-Connect model or the Call-Connect service that was operated until recently in South Northamptonshire. These buses would be semi-scheduled, so more localities can be served than a fixed route, Buses would leave termini at fixed times, but the actual route would depend on phoned-requests or requests to the driver at terminal points.

It is currently considered that a tech-led operating model using 'apps' would be inappropriate to the probable demographic and potential users in these areas. This facility could be offered at a later stage of the rural bus project, but then there could be significant additional costs. Initially there would be a contractual arrangement with a call-centre.

Currently it is proposed that the Council purchases eight vehicles, similar to the Mellor Strata minibuses currently operated on routes in East Lancashire (County Council contract with Transdev). Purchase cost is to be verified, but currently £100,000 per vehicle is assumed. These lightweight vehicles benefit from low fuel consumption, compared to a standard bus.

Following a two-year evaluation, the County Council may offer the operation of these services to commercial companies. Ownership of the vehicles would remain with the County Council.

The eight vehicles would include two maintenance spares, so that six different routes could be operated daily.

There would be considerable emphasis on encouraging the use of these routes by local people, to create a sustainable operating model beyond the period of BSIP funding. It is important that regular income is secured, for example by conveying secondary school-pupils and college students at the appropriate times. Income from operating these services will be estimated and will be included in calculation of the net operating cost.

The following list suggests several potential routes/areas of consideration, and further analysis is required to select the six preferred new routes.

Possible rural flexible routes

A. Otmoor – linking to Wheatley and Bicester

Could potentially serve Forest Hill, Stanton St John, Beckley, Horton-cum-Studley, Noke, Oddington, Charlton on Otmoor, Fencott, Murcott, Upper Arncott, Piddington, Blackthorn.

Would link to Premium Route bus services to Oxford and Thame in Wheatley, also route to Cowley centre.

Would link to bus services to Oxford and Buckingham in Bicester, also services to Brackley and Aylesbury. Would also link to Bicester Village rail station.

B. White Horse - linking to Wantage and Faringdon

Could potentially serve Letcombe Regis, Letcombe Bassett, Childrey, Sparsholt, Kingston Lisle, Uffington, Woolstone, Ashbury, Baulking, Shellingford, Baulking, Fernham, Longcot, Little Coxwell,

Would link to Premium Route services to Abingdon, Oxford, Harwell, and Didcot in Wantage Town Centre

Would link to bus services to Oxford and Swindon in Faringdon.

C. North Downs – linking to Didcot and Harwell Campus

Could potentially serve North Moreton, South Moreton, Aston Tirrold, East Hagbourne, West Hagbourne, Blewbury, Upton and Chilton

Would link to bus services to Milton Park, Abingdon, and Oxford, also bus services to Wallingford and Wantage at Didcot. Would also connect with trains at Didcot Parkway station

Would link to bus services to Wantage, Didcot, Oxford, and Newbury at Harwell.

D. Cherwell Valley - linking to Bicester

Could potentially serve Bucknell, Ardley, Fritwell, Somerton, Souldern, Clifton, Stratton Audley, Fringford, Hethe, Hardwick

Would link to bus services to Oxford and Buckingham, other bus services to Aylesbury and Brackley in Bicester
Could extend to Bicester Village station

E. North Oxfordshire – linking to Banbury

Could potentially serve Little Bourton, Great Bourton, Cropredy, Mollington, Claydon, also Hornton, Horley, Shutford, North Newington

Would link to strategic bus services towards Oxford and Chipping Norton in Banbury, Would extend to Banbury station with the new Tramway scheme.

F West Oxfordshire – Linking with Burford

There is less certainty here, due to the recent launch of Community Transport operations. Whilst care will be taken to not de-stabilise these operations, there are

communities which are unserved by bus, or which have only a very infrequent service – Idbury, Fifield, Taynton, Fulbrook, Swinbroke, Asthall Leigh, Fordwells

Bus connections at Burford for Witney, Oxford, Hanborough station.

G West Oxfordshire – Lechlade link

Could potentially serve the scattered communities between Witney/Carterton and the Gloucestershire border at Lechlade – but the alternative inter-urban proposal for a direct link to Swindon would be a more commercial proposition.

Bus connections in Carterton for Oxford, in Lechlade to Highworth and Cirencester

H South Oxfordshire Chilterns – Linking Henley with Woodcote

Could potentially serve Rotherfield Peppard, Rotherfield Greys, Kidmore End, Checkendon, Stoke Row

Bus connections in Henley for Reading, High Wycombe, Wallingford and Oxford.
Would extend to Henley rail station

Bus connections in Woodcote for Reading, Wallingford and Oxford,

I South Oxfordshire Chilterns – Linking Wallingford with Thame

Could potentially serve Shillingford Hill, Ewelme, Britwell Salome, Watlington, Pyrton, Lewknor, South Weston, Great and Little Milton, Great and Little Haseley. Tetsworth may be served but is located on High Wycombe-Oxford route,

Bus connection in Wallingford for Oxford, Reading, Henley

Coach connection in Lewknor

Bus connection in Thame for Oxford, Aylesbury and High Wycombe

J Bicester – Kidlington

Could potentially serve Chesterton, Weston on the Green, Kirtlington, Bletchingdon, Hampton Poyle, Lower Heyford.

Bus connections in Bicester for Oxford, Milton Keynes, Brackley. Could extend to Bicester village station.

Bus connections in Kidlington for Oxford, Woodstock and Banbury.

BSIP rural bus bid components

	2022/3	2023/4	2024/5	2025/6	continuing
Capital BSIP	800,000				
Revenue BSIP	650,000	650,000	600,000		
Revenue OCC				500,000	500,000

Capital: £800,000 for seven new Mellor Strata vehicles (or similar) (Year 1))

Revenue: £650,000 net operational cost in years 1 and 2, inclusive of drivers' wages and back-office costs - £600,000 net operational cost in year 3, inclusive of income from users

£500,000 per annum net operational cost in year 4 onwards to be borne by the Council's revenue budget,

R2. Restoration of Cross-boundary bus services

This project would restore the following bus service links which cross into neighbouring local authority areas, which have been withdrawn in the last two decades. It is assumed that these new/restored services would become fully commercially viable after a period, here assumed to be eight years.

A Newbury-Harwell-Oxford (or Didcot)

This service would link West Berkshire and Oxfordshire. Historically there was an hourly Newbury to Oxford bus service along then A34, but in more recent times, this service was split into several sections and finally the Harwell Campus to Newbury section of route was lost. Restoration of this link is a priority of the Newbury MP, and there have been meetings to progress this project.

This scheme would provide access to employment in both directions, as well as providing an hourly all-purpose daytime bus service between the peaks.

Costs of the service between Newbury and Harwell Campus would be shared with West Berkshire Council, and some s106 would be allocated from the Harwell Campus site. Costs of this service enhancement would also be contained by linking the Newbury-Harwell Campus section (with one of the existing bus services operating from Harwell to Oxford (or to Didcot).

B Oxford-Bicester-Brackley-Northampton

Historically there was an 'express' direct bus service between Oxford and Northampton, with many connections available to destinations. However, this journey has become more difficult in recent years as routes have been chopped into shorter sections with fewer journeys.

In particular, the Bicester-Brackley section of route was lost around 5 years ago during a round of tendered service reductions. However new bus service 505 started around 2 years ago, funded by section 106 contributions in Brackley. Unfortunately, the pandemic conspired to undermine this initiative, so few passengers benefited and sadly this funding will cease in the near future. The BSIP process offers an opportunity to re-boot this essential bus link and to tie it in with plans for a refreshed hourly bus service from Brackley to Northampton and with the existing s5 Bicester to Oxford bus service.

C. Oxford-Carterton-Lechlade-Swindon

Service 64 linked Carterton to Lechlade and Swindon every 2 hours until around 5 years ago, and the loss of this service means that journeys between West Oxfordshire, Lechlade and Swindon are currently not possible by bus, with work, education and social journeys lost. In particular, access is no longer possible to College Education in Swindon for West Oxfordshire residents,

A planned revision to the Oxford-West Oxfordshire bus service pattern now offers an opportunity to create a refreshed link to benefit West Oxfordshire residents, not only from Carterton but also from Witney, at a cost of one additional vehicle allocated to this route.

Summary funding table (£ thousands)

Newbury	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30
BSIP	80	70	60					
OCC						20	20	10
S106				50	40	10		
Northampton								
BSIP	160	140	120					
OCC				100	80	60	40	20
Swindon								
BSIP	160	140	120					
OCC				100	80	60	40	20
Funding Totals								
BSIP	400	350	300					
OCC				200	160	140	100	50
S106				50	40	10		

R3. SBSF services commenced in September2020.

Thirteen Oxfordshire bus services were created, or amended, in September 2020, using £588,000 from the DfT's Supported Bus Services Fund. These services have now operated for the full year of the DfT scheme, and more funds have been found internally to extend their operation until March 2022.

It is proposed that BSIP should fund the continued operation of these services for the next three years, from April up to March 2025. During 2024 it is suggested that a review would determine their future operation

- Service 11: Watlington – Chalgrove — Garsington – Cowley – Oxford
Sunday service consisting of 4 journeys each way,

- Service 20: Rose Hill – Cowley
Three off-peak journeys in each direction, on Mondays to Fridays.
- Service 40: Thame – Chinnor – Stokenchurch – High Wycombe
Sunday service introduced, operating at an hourly frequency.
- Service 45: Abingdon – Berinsfield – Sandford – Littlemore – Cowley
New Monday to Friday journeys between Cowley, Berinsfield and Abingdon.
- Service 47: Lambourn – Ashbury – Bishopstone – Swindon
Contribution to West Berkshire Council to maintain this service
- Service 63: Southmoor – Longworth – Appleton – Cumnor - Oxford
New Monday to Friday service consisting of five journeys in each direction.
- Service 136: RAF Benson – Benson – Crowmarsh – Wallingford
Retention of existing Monday to Friday peak hour journeys
- Service 233: Woodstock – Bladon – Long Hanborough – North Leigh – Witney
Sunday service introduced, operating at an hourly frequency.
- Service 488: Chipping Norton – Hook Norton – Bloxham – Banbury
Sunday service introduced, operating at a broadly two-hourly frequency.
- Service S4: Banbury – Deddington — Tackley – Kidlington – Oxford
Additional evening journeys provided on Mondays to Saturdays.
- Service X8: Chipping Norton – Kingham Station
New service on Mondays to Fridays connecting with peak-hour rail services.
- Service X9: Chipping Norton – Chadlington – Charlbury – Finstock – Witney
Saturday service enhanced to same level as Monday to Friday service.
- Service X38: Henley – Nettlebed – Crowmarsh – Wallingford
Sunday service introduced, operating at an hourly frequency.

It is proposed that a bid for £500.000 per annum is made to BSIP to continue operation of these services.

	2022/3	2023/4	2024/5
SBSF services	500,000	500.000	500.000 (review)

R4 Improved fares offer for Oxfordshire residents

Expansion of youth fares offering

In Oxfordshire, both major operators give discounts to young people, however the level of discount in offer is inconsistent between operators and across ticketing channels. Oxford Bus Company and Stagecoach both give 50% discount to under 16's on their on-bus fares, although outside of the city the two companies offer only 33% discount.

Through off-bus channels such as app or smartcard-based season tickets, young person discounts are available up to and including the age of 18, but at a more modest 25% discount.

Oxford Bus Company and Thames Travel also have a “Get Around” card which gives a flat fare of £1 to those aged 18 and under within Oxford city. However the card costs £5 to obtain, and the discounts are not valid outside of the city or on other operators' services.

This adds up to a confusing picture which it is felt can discourage bus use among younger people and therefore it is proposed to standardise the youth fares offer to cover up to and including 18 years of age at 50% discount for on bus-fares and 25% discount for season tickets, with the reduced discount for seasons reflective of the fact that these are already discounted and are important tools in ensuring the viability of many homes to school services.

We are requesting funding of £1,000,000 per annum through this BSIP to deliver these discounts, which we hope will encourage positive habit forming in our young people and support their continued engagement in education, training or apprenticeships between the ages of 16 and 18.

Discounts to improve bus usage among low earning workers in Oxford City

Oxford City is one of the 5 locations in the UK with the highest index of house prices to average earnings. The city sees a large net inflow of workers each day, many of whom are forced to live away from the city in cheaper dormitory locations such as Bicester, Didcot, Witney and Abingdon due to the unaffordability of housing within the city.

One of the worst affected employers is the Oxford University Hospitals NHS Trust. The Trust operates several large hospital sites in the Headington area and employs large numbers of staff in relatively low paid nursing, cleaning and porter roles, the salary level for which is set by central government with no ability for the Trust to adjust salaries to reflect local market conditions. The hospital sites are major traffic generators, with the John Radcliffe site being a major contributor to traffic congestion and bus journey time volatility within the east of the city.

It has been identified by the bus operators, through discussion with the Trust that there is currently an issue with the relative price of bus tickets in comparison with staff parking permit prices at the hospital sites. For example, currently the Trust charges £28.75 per month for a staff parking permit, whereas a 4-week Smartzone bus ticket is £61. For those travelling from further afield – which naturally includes many those in the lower grades, due to the issue with housing availability within the city – an equivalent 4 weekly bus pass will cost as much as £90. This price differential acts as a disincentive to bus travel amongst the lowest paid staff, and while the Trust wishes to increase prices and reduce the number of staff parking permits issued, it must also be mindful of the impact on staff recruitment and retention of such a move, if suitable alternatives are not in place.

At present, Trust staff are not open to switching from car to bus travel, and these habits have been hardened during the pandemic period, when public transport use was discouraged and when additional, temporary staff parking concessions at NHS sites were introduced. A staff travel survey run in June 2021 collected 2,873 responses from the Trust's 13,000 employees. Of these, over 1,700 used private cars to get to work. When asked, 1,473 of these stated that they would not consider using public transport to get to work, with many of these stating that cost and lack of subsidies was a reason for this view.

We are therefore proposing to trial an enhanced staff discount scheme for those in the lowest paid grades 2-5 at the Trust. These staff will be offered 75% off their bus tickets (grades 2-3) and 50% off (grades 4-5). This covers a total of 5,869 staff based at the Headington sites in Oxford, of whom 2,427 are in grades 2-3 and 3,442 are in grades 4-5. Initially this will be applied for a six-month period to understand take up levels and to allow data to be gathered by the Trust to inform the development of a business case to make the scheme permanent, with match funding from the Trust generated from an increase in parking permit prices for visitors and staff in higher grades. We estimate that this trial will need funding of £750k from the BSIP to support the initial discounts being offered.

The NHS Trust would administer the ticket scheme, using existing structures. They would also be prepared to commit funding to the scheme if they a positive business case can be demonstrated. The ongoing funding proposition would therefore be;

Year 1: £750k funding for first 6 months, £400k funding for second six months with remainder covered by Trust giving £1.15m in total.

Year 2: £800k funding in total

Year 3: £600k funding in total (would hope to either increase share from Trust over time, or see benefit in revenue to justify this)

From year 4 onwards, to be funded from the Workplace Parking Levy.

Summary	2022/23	2023/24	2024/25	onwards
BSIP	1,150,000	800,000	600,000	
NHS trust	200,000	400,000	400,000	400,000
WPL				600,000
Total	1,350,000	1,200,000	1,000,000	1,000,000

R5 Improved Passenger Information – operational budget

Unlike many other Local Transport Authority areas, there is currently no central portal for bus service information in Oxfordshire. No maps or diagrams are produced to show the bus service network of all operators, or connection points with the rail network. This BSIP proposes to change this situation by making a significant step-change in provision. Further development of a centrally provided information hub could be an Oxfordshire public transport website, which could then lead to a portal for multi-operator ticket sales.

The provision of good quality public transport information requires investment in staff resources, both by the Council and by operators. Whilst certain types of information can be imported automatically, it is necessary to maintain a central electronic timetable database from which information can be exported in various formats to on-street signs, to websites and apps, to the national Traveline service and to operators for production of information at 'wayside' bus stops.

It is proposed to create a comprehensive County website for public transport information and to produce a suite of maps and diagrams showing the overall Public Transport network across the County and in the different towns. These maps would

be used in Interchanges, in Bus Shelters and in other places and formats. An ongoing Revenue Support budget of £300,000 is required to pay for support costs (including fees to the RTI system support contractor, the cost of producing maps, and designing a new website.)

R6 Additional staffing

Additional staffing resource is required in most parts of the public transport function of the County Council, to underpin delivery of a more reliable public transport network, to improve the stock of bus stops and interchanges and to provide much improved information to the travelling public.

It is considered that the roadworks coordination, traffic signal operation and scheme design functions each require an additional member of staff focused on public transport operations, so a revenue budget of £200,000 is proposed (including on-costs).

An annual revenue budget of £300,000 (including on-costs) is also required to provide adequate staffing for the bus stop maintenance/improvement and the improved travel information functions.

R7 Investment in the future network

There is considerable uncertainty regarding the level of national government support for bus companies to compensate for the loss of patronage due to the COVID pandemic, associated negative messaging about travelling by bus and the consequent changes to working arrangements. Currently patronage levels by bus in Oxfordshire are only around 65% of pre-COVID levels, with some types of route recovering better and others worse, it is now apparent that there will be no more government funding to compensate bus operators for lost revenue, so now it will be for bus operators/local authorities to reduce operating costs and to use the BSIP as a means of continuing to provide some level of financial support, rather than lose complete bus routes. The draft BSIP revenue table contains some very speculative amounts, on a declining basis, such that there would be no call on the Council's revenue budget post March 2025. These figures will be updated to reflect the position in late October.

R8 Future Eastern Arc rapid transit network

The Connecting Oxford proposals include an ambition to introduce a new 'Rapid Transit' bus network, linking Eastern Oxford with the nearby major settlements of Witney, Kidlington and Abingdon, thus attracting a significant proportion of the large numbers of people who travel regularly to employment in this area.

It is essential to launch this new 'rapid transit' network in 2023, in line with the launch date for the 'Connecting Oxford' initiative, which will result in a significant reduction in traffic volumes and congestion within the Oxford outer ring road. This 'rapid transit' network will also provide good access to employment around the 'Eastern Arc', thus

providing a practical alternative to driving a car to work and thus influencing the number of parking spaces that are provided.

It is anticipated that this new bus service will take eight years to become established as a fully commercial proposition. This new service will mainly be funded by proceeds from the Workplace Parking Levy, which will commence from 2024/5 onwards, however there will be a requirement for £2.28 million in 2023/4 to fund the first year's deployment of 13 vehicles on this new route. This expected amount will be offset by £1.44 million of s106 in this first year of operation, leaving £840,000 to be funded from the BSIP bid.

Year	23/4	24/5	25/6	26/7	27/8	28/9	29/30	30/31
BSIP	840,000							
S106	1,440,000							
WPL		1,996,000	1,710,000	1,425,000	1,140,000	855,000	570,000	285,000
Total	2,280,000	1,996,000	1,710,000	1,425,000	1,140,000	855,000	570,000	285,000

R9 Journey planning

It is proposed to procure the services of a Journey Planning company to conduct research at Oxfordshire's leading employers. as a means of understanding the home-to-work travel patterns at these companies, so bespoke interventions can be designed by local bus companies, with the aim of increasing the proportion of people travelling by bus.

Proposed cost £100,000

BSIP Net Revenue Table summary

		2022/3	2023/4	2024/5	onward
R1	Rural flexible bus	650,000	650,000	600,000	OCC
R2	New cross-boundary	400,000	350,000	300,000	OCC
R3	SBSF services	500,000	500,000	500,000	review
R4	Youth fares	1,000,000	1,000,000	1,000,000	OCC
R4	Low paid NHS	1,350,000	1,200,000	1,000,000	WPL
R5	Improved information	300,000	300,000	300,000	OCC
R6	Staffing	500,000	500,000	500,000	OCC
R7	Future network reshaping	2,100,000	1,400,000	700,000	ends
R8	Eastern Arc Rapid Transit		840,000		WPL
R9	Journey planning	100,000			ends
	Totals	6,720,000	6,740,000	4,900,000	

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Annex 2 Outline funding template for BSIP

* Within each category, please use multiple lines to show details of different projects or proposals where you can. For example, on bus priority, you should aim to include detail on specific corridors; or on bus service support, you may have a split between scheduled services and demand-responsive services to flag. This is particularly important where you wish to attach a different priority ranking to different parts of your proposals.

** Please rank each line with a number showing your view of priority to your BSIP outcomes: 1 being the highest priority, and every line receiving a different number thereafter.

*** Totals will automatically be calculated. Do not amend calculations in row 34 or columns Q and R.

Q1. Please complete the table below. All figures should be nominal (actual prices, unadjusted for inflation). Please delete guidance in [blue] when completing the template.

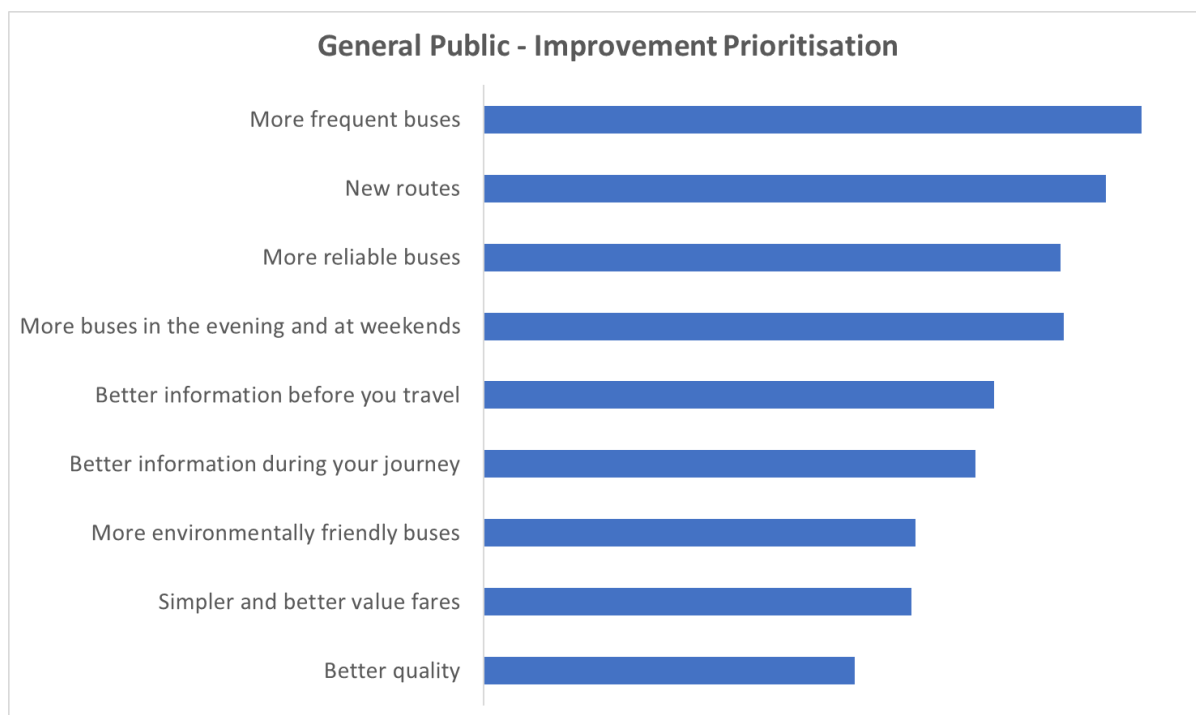
[Within all categories, please add more rows if required]	Title of scheme	Detail on aspiration [e.g. 'additional bus priority on X corridor', 'flat fares of Y across operators']*	Priority Ranking**	Source of Funding		2022/23 (£ nominal)		2023/24 (£ nominal)		2024/25 (£ nominal)		Beyond 2025 (£ nominal)		Total cost of project or proposal (£ nominal) ***	
						Resource	Capital	Resource	Capital	Resource	Capital	Resource	Capital	Resource	Capital
Bus priority infrastructure	[Proposal 1 / bus priority infrastructure project]	[Bus priority infrastructure from X to Y, covering routes A to B.	[e.g. 1]	DfT - £3bn	-									-	-
				DfT other (please specify)	[e.g. EXk from a bid to the levelling-up fund]									-	-
				Other Government (please specify)	[e.g. EXk from MHCLG]									-	-
				Private	[e.g. EXk from bus operator Y]									-	-
	[Proposal 2 / bus priority infrastructure project]	[Bus priority infrastructure from X to Y, covering routes A to B.	[e.g. 2]	DfT - £3bn	-									-	-
				DfT other (please specify)	[e.g. EXk from levelling-up fund]									-	-
				Other Government (please specify)	[e.g. EXk from MHCLG]									-	-
				Private	[e.g. EXk from bus operator Y]									-	-
Other infrastructure														-	-
Fares support														-	-
Ticketing reform														-	-
Bus service support														-	-
Marketing														-	-
EP/franchising delivery: LTA costs														-	-
[Other – please enter heading(s) or delete if N/A]														-	-
TOTALS***						-	-	-	-	-	-	-	-	-	-

Q2. [optional] Please provide any additional notes to explain the other funding sources outside of the £3bn for buses (150 words maximum).

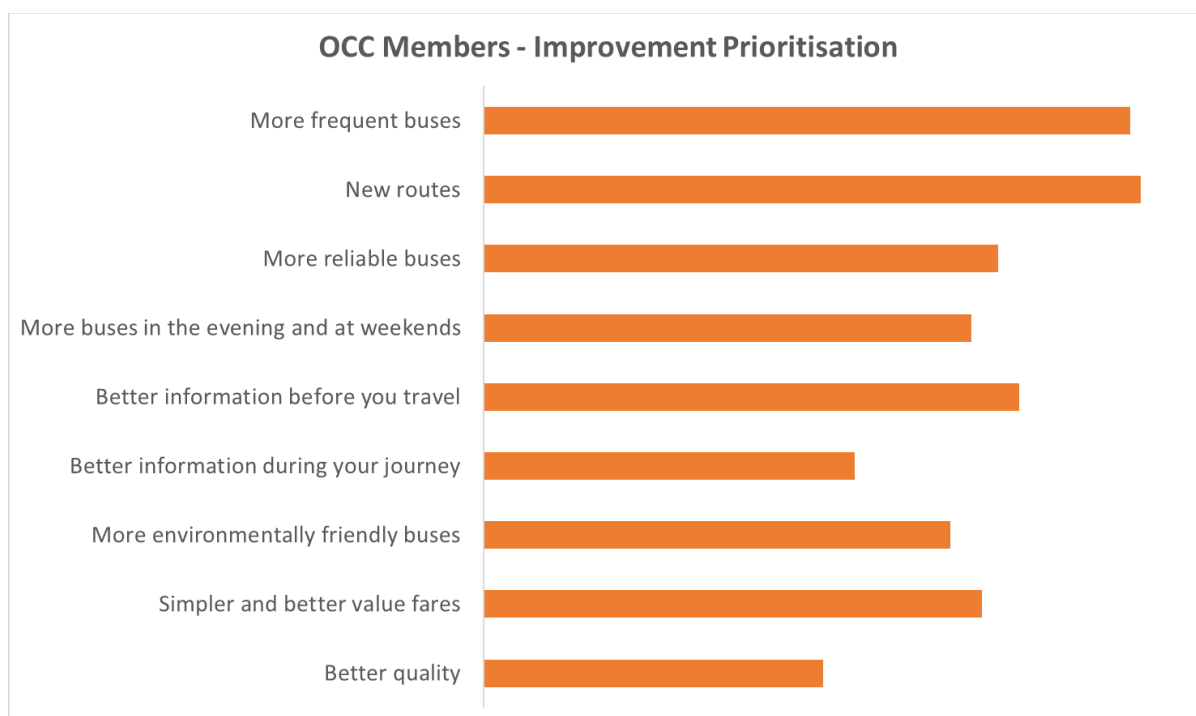
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Annex 3 Engagement exercise results – Improvement Prioritisation

Online results as of 10pm Monday 13th September. Does not include results received after 10pm but before the closing time of 11.59pm 13th September, nor are paper submissions included.

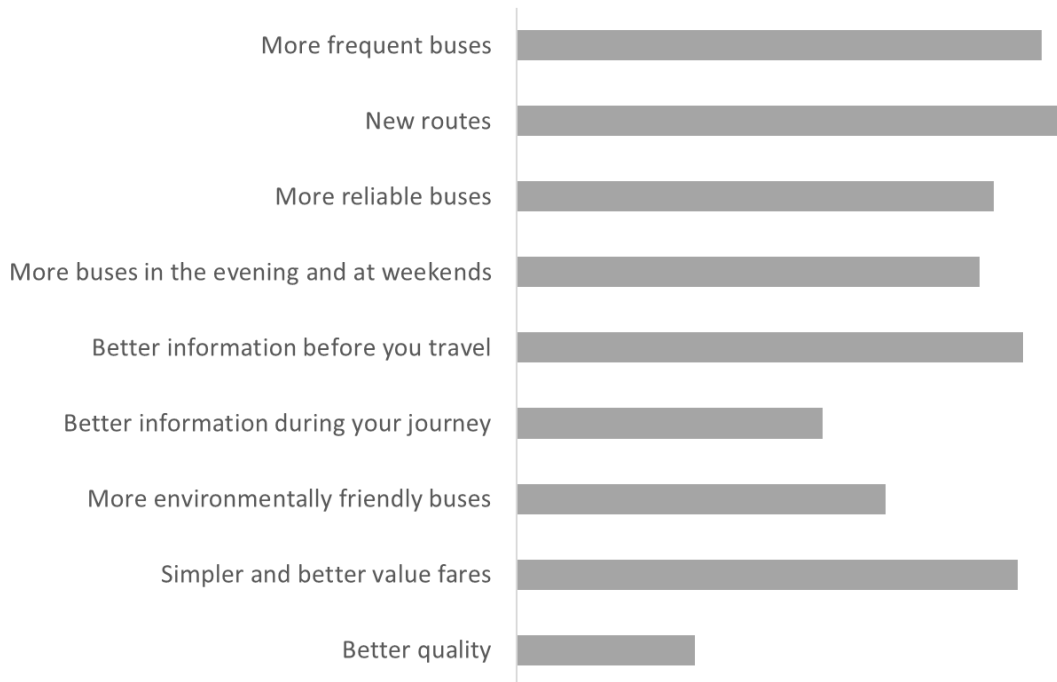


Responses: 261 (207 bus users)



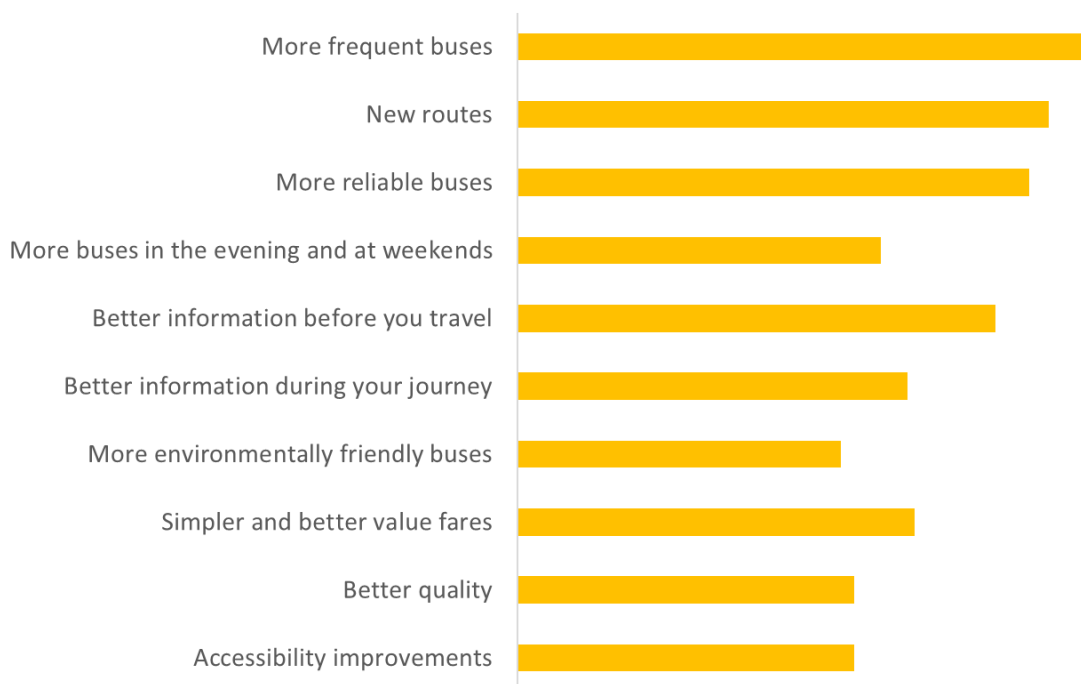
Responses: 20

Town / Parish Councils - Improvement Prioritisation



Responses: 39

Stakeholders - Improvement Prioritisation



Responses: 14

Divisions Affected - ALL

CABINET 19 OCTOBER 2021

Countywide 20mph Policy and New Approach

Report by Corporate Director of Environment & Place

RECOMMENDATION

1. The Cabinet is RECOMMENDED to
 - a) approve the update of the County Council's Speed Limit Policy statement as attached at ANNEX A.
 - b) approve the criteria for consideration of 20mph at ANNEX B and the Funding Prioritisation Framework at ANNEX C to manage funding requests and the overall programme.
 - c) endorse the proposed approach to implementing 20mph speed restrictions across Oxfordshire which better reflects local requirements and aspirations.

Executive Summary

2. This paper requests cabinet approval of a new countywide 20mph speed restriction approach in areas that have traditionally mainly been 30mph limits. To accommodate this change there is a requirement for a new 20mph speed policy and the development of a new procedure to aid their implementation.

Background

3. The County Council resolved to support the motion on 20mph put to Cabinet on 8th December 2020 and this report sets out how this will start to be delivered and come into fruition.
4. Oxfordshire already has several roads that are 20mph, however, the current policy and approach means that progress is slow, ad-hoc, and can be costly or cost prohibitive for some communities.
5. About 10% of Oxfordshire's previously 30mph limits have been converted to 20mph over the years. If the proposed policy and new approach is adopted then, subject to funding and local opinion, it is considered that about 85% could be have a 20mph speed restriction implemented.

6. The UK government committed and signed up to the Stockholm declaration (Feb 2020), but as yet, the Department for Transport has not updated the guidance to reflect this. The declaration essentially commits to explore an approach where adoption of 20mph limits is the default on urban and village streets where people live, work, play and shop. Wales is already committed to this.
7. There is huge local interest and desire to deliver 20mph within Oxfordshire's communities and the proposed policy and approach should make it easier and more cost effective to implement.

Reason for 20mph

8. The main reason for promoting 20mph is to help enhance and create an environment that is more appropriate for our active neighbourhoods: promoting lower vehicle speeds, encouraging more walking and cycling, and supporting a sense of a community place. 20mph would directly support and complement other Council initiatives and programmes, for example the development and roll-out of Local Cycling & Walking Infrastructure Plans.
9. There is an opportunity and need to help address a culture of car dominance in our local communities. It is hoped that by implementing more 20mph, it becomes more familiar and will, over time, become socially unacceptable to break the 20mph speed restrictions. To achieve this will require a reliance on drivers adhering to the limit, as without proactive enforcement by the Police and a lack of physical traffic calming / traffic management measures as part of the strategy, we only have people's conscience.

Proposed Approach

10. Officers have identified criteria that sets out where 20mph will and will not be acceptable on Oxfordshire's road network. This is shown within the 20mph Criteria Document at **ANNEX B**. This will be used to help guide a decision on whether or not to work with the Parish Council to promote any 20mph project they wish to see delivered.
11. Roads that are clearly part of a residential setting, or in areas where people are moving around for leisure, business, or services are likely to be appropriate to implement 20mph, inter-urban roads between settlements are not. Essentially 20mph will be the new 30mph.
12. A key part of the new approach is to promote implementation of 20 mph orders using signage only. This will enable the restrictions to be introduced more quickly and at a much lower cost, but there is a big risk that speeds may not be compliant with the new limit implemented. Should the local area wish to implement more than the legal minimum signage provided by the County Council, or some kind of physical changes to help adherence, then whilst this could be supported it would need to be funded locally / by third parties.

13. All new residential and urban roads will be designed and implemented as 20mph roads where possible. It should be noted that not all new roads will necessarily be suitable.
14. Officers are in the process of developing an interactive colour coded map that will show an indicative interpretation of the criteria for 20mph (Red – no, Amber - possibly, Green - yes). This is being produced using data held and local knowledge.
15. The new approach will see sign-only schemes being delivered without the need for traffic surveys to be undertaken before a scheme is progressed. Traffic surveys funded by the county council will be carried out at a sample of implemented schemes only to assess average compliance. The signage will need to meet the minimum legal signage requirements. The expected cost of delivering such schemes will vary and be dependant, on location, but it is expected to be in the order of £5K for a small village, £20K for a large village and £35K for a town. It is estimated that the total cost of deliver across Oxfordshire will be in the region of £8M, hence the need for prioritisation of any funding the County Council commits to this programme.
16. If funding prioritisation is required, then areas that have a known / accepted safety concern will take priority. A 20mph prioritisation criteria has been developed and can be seen in **ANNEX C**.
17. Requests for 20mph must be supported by the County Councillor for the area and the Parish / Town Council, and also have a commitment of the County Councillor or the Town/Parish to undertake informal consultation along with a willingness to try and address any valid concerns ahead of the formal consultation, with any objections being heard in the relevant Cabinet Member Decisions meeting.
18. This programme of work is being delivered with close links to the Council's new Local Transport & Connectivity Plan (LTCP), School Streets and Active Travel programmes. Officers are ensuring that programmes of work will be combined where possible and lessons learnt will be taken on board.
19. When considering the proposal there are a couple of aspects that should be taken into account:
 - The first is the impact of using just signage to enforce the 20mph limit: whilst in some areas, compliance with the new speed limit may be well observed due to the existing environment, in others, without physical changes to the road, speed compliance may be poor. This may mean limited benefits to the community are delivered and potentially put the credibility of strategy in question.
 - The second is the fact the DfT guidance clearly states that 20mph must be self-enforcing and that the 85th percentile should be 24mph or below. Without physical changes to the environment many 20mph locations could be well above this.

Department for Transport Comments

20. Setting Local Speed Limits is only guidance, and it is for the traffic authority to determine where it is appropriate to implement 20 mph speed limits. The legislative power to set local limits rests with the traffic authority and not with the Department, and local authorities are accountable to their local electorates and not to the Department.
21. The Department for Transport's comprehensive three-year evaluation of the effect of 20mph signed-only limits was published on 22 November 2018. The research substantially strengthens the evidence base on perceptions, speeds and early outcomes associated with 20mph speed limits, and is the only major UK study to consider multiple case study areas and provide a national view.
22. The DfT's 20mph research may be found at <https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads> and its headline findings are:
 - 20mph limits are supported by the majority of residents and drivers
 - There has been a small reduction in median speed (less than 1mph).
 - Vehicles travelling at higher speeds before the introduction of the 20mph limit have reduced their speed more than those already travelling at lower speeds.
 - There is insufficient evidence to conclude that there has been a significant change in collisions and casualties following the introduction of 20mph limits in residential areas.
 - In one city centre case study there has been a significant reduction in collisions and casualties.
23. The Department's guidance Setting Local Speed Limits advises that when considering implementing 20mph speed limits general compliance needs to be achievable without an excessive reliance on enforcement, and evidence suggests that average speeds tend to fall to compliant levels only on roads where previous average speeds were already low, i.e., around 24 mph.
24. We also caution that unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective, drivers may not comply with the speed limit.

Thames Valley Police Comments

25. Thames Valley Police is supportive of 20mph but in order for it to be effective it must be in the right location and have a suitable physical environment to ensure 20mph is adhered to as laid out in the current DfT guidance

26. Thames Valley Police will not currently be pro-actively enforcing revised limits unless there is a specific issue that needs addressing (and they have the available resources).

Corporate Policies and Priorities

27. The new administration has set out its policy objectives and areas of priority and as presented to Cabinet on 20th July, a commitment to “accelerate our support for communities in implementing 20mph zones” is made to help to deliver the policy objective of “increased investment in an inclusive, integrated, county-wide active and sustainable travel network fit for the 21st century to improve choice and reduce car journeys across the county”.
28. Measuring the success of the new policy will be subjective due to the nature of what is trying to be achieved. The best quantitative measure will be the actual speed and speed reduction of vehicles. This will be closely monitored and assessed at the trial sites, with the actual speed from a sample of locations for any wider programme. Qualitative information from local communities will be used to see if they believe it is working and has made a difference to their local community.

Financial Implications

29. There are no funding implications in respect of adopting this policy and proposed new approach for delivery of 20mph speed restrictions.

There is currently £200k (revenue) within this year's budget (2021/22) for the development of 20mph speed limit orders. This is and will be used to develop the new approach to 20mph, undertake consultation / survey exercise with the Parish Councils, and fund some trials looking at alternative traffic management approaches.

30. It is estimated that to replace the majority of 30mph limits with 20mph investing in signage only, in line with this new policy and approach, will require a capital programme in the region of £8M. The level of funding the county council wishes to put towards delivery of 20mph restrictions will be discussed and determined as part of the council's budget setting process.

Comments checked by:

Rob Finlayson, Finance BP (E&P)
rob.finlayson@oxfordshire.gov.uk

Legal Implications

31. These proposals have taken section 122 of the Road Traffic Regulation Act 1984 (secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate

parking on and off the highway" into consideration when applying the proposed approach. This is evidenced within the programme's Equalities and Climate Impact Assessment.

32. The legal risks to this programme are mainly surrounding the enforcement of any speeding issues due to 20mph areas not being designed or developed in accordance with national guidance (whilst it meets the proposed criteria that this paper outlines). To mitigate this there is a strong working relationship with colleagues at Thames Valley Police to ensure areas meet any relevant criteria. Officers are exploring a number of alternative methods for managing speeds across the county.

Comments checked by:

Jennifer Crouch, Principal Solicitor Environmental

Jennifer.crouch@oxfordshire.gov.uk

Staff Implications

33. The policy change is expected to increase the scale of 20mph speed restriction measures being delivered. If additional resource is required to deliver these funded schemes coming forward, then this will be mitigated by utilising a design and build option with a local framework agreement as required. This will minimise the impact on day-to-day staffing resources. All staffing costs will be funded by the project itself and included within any cost estimates provided
34. There may be an increase in enquiries following the adoption of this policy and if as implementation of sign only schemes are delivered regarding compliance. This monitored with Thames Valley Police and managed by the County Council.

Equality & Inclusion Implications

35. The proposed policy and new approach have been assessed and are not considered to bias or discriminate individuals or groups. As specific schemes are progressed as part of the programme these will be assessed in detail as they are brought forward.
36. It is proposed that funding currently assigned to the "Road Safety and Accessibility funding" should be re-prioritised specifically to 20mph. Whilst this will mean a reduced programme and ability to deliver projects such as new crossings, junction changes, other speed limit reviews, etc, this is not considered to have a significant impact or discriminate against particular individuals or groups.

Sustainability Implications

37. It is considered that the new approach and associated programme will provide sustainability benefits overall. It is expected that an increased level of 20mph will help to support a shift to walking and cycling. It is not expected that congestion or air pollution will increase as a result, indeed it may actually help reduce bunching in certain locations.
38. Levels of signage will be kept to a minimum as part of the programme and any traffic management measures will be a specific design with place and environment in mind, including use of sustainable materials.

Risk Management

39. The approach may mean greater reliance on adherence on signs only rather than physical features within the highway to reduce speeds. This may result in local expectations not being met in terms of speed reduction. To help manage this, communication and messaging will need be clear about the approach and explain the position, this includes information on how communities could help any such challenges through funding cost-effective traffic management measures.
40. To support the new approach and development of a countywide programme as it is delivered, a steering group made up of a variety of officers, relevant cabinet members, Thames Valley Police, and 20's plenty, which has helped develop these proposals, will continue to meet to discuss and work through any challenges or concerns identified.

Consultations

41. No specific consultation has been undertaken or is planned on the new policy and approach itself. The policy that is within the draft Local Transport and Connectivity Plan is shortly proposed to be consulted upon though.
42. An Oxfordshire wide survey, through the local member and parish councils, is being considered to better understand the level of interest in having 20mph to feed into resource planning and budget setting discussions by the council.
43. If a 20mph scheme is promoted, then it is expected that Parish Councils and / or Local members would carry out informal consultation with the local community, which would be followed by the county council carrying out its normal process in respected of the formal consultation required for a new speed limit order.
44. Consultations will be undertaken in each location as there is a requirement to amend the Speed Regulation Orders on a parish-by-parish basis. This process will enable the public to comment on proposed schemes.
45. Objections will be considered and addressed by the Cabinet Member for Highway Management at Cabinet Member Decision meetings. Care will be taken to report and respond to all points of substance made by consultation

respondents. They will be summarised either in the body of the report or (if extensive) in an annex.

Bill Cotton – Corporate Director, Environment & Place

Annex:

1. ANNEX A - 20 MPH Speed Limit Policy Statement
2. ANNEX B - 20 MPH Criteria
3. ANNEX C - 20 MPH Prioritisation Framework

Background papers: [Agenda for County Council on 8Dec20](#) 82/20 Cllr Sudbury
20mph Motion

Other Documents: N/A

Contact Officer: Paul Fermer (Assistant Director) / Tim Shickle (Group Manager Traffic & Rd Safety)

October 2021

ANNEX A – 20mph

Speed Restriction Policy Statement

LTCP will be considering and consulting on the county council's policy around speed limits, including 20mph, and therefore this policy is considered interim until development and adoption of draft LTCP policy is completed (expected Spring 2022).

1. Overview

Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this to happen 20mph speed restrictions are being used to help promote alternative modes of transport for local travel. This programme links into our Healthy Street Approach.

We are undertaking 5 trial sites within Oxfordshire to establish the best methodology for the implementation of a proposed countywide approach. All of the sites are amending existing 30mph limits to 20mph via a phased approach of initial sign only changes that are supported by further engineered designs to reduce vehicular speeds if required.

2. Why

The 20mph approach is required in Oxfordshire if we are to deliver our vision to make active travel, public and shared transport the natural first choice. We will maintain traffic flow whilst accommodating other modes however, driving remains the more attractive mode. A new approach is therefore needed that reduces the speed of vehicles in areas that meet a set-criteria to reduce the dominance of vehicles, improve the experience of being on streets and making healthy travel safer.

A 20mph programme will also contribute to the delivery of our vision and key themes. Notably, the delivery of a zero-carbon transport network, improve health and wellbeing and create healthy, dynamic communities.

3. Benefits

Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives.

Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, the 20mph approach will help reduce casualty rates and improve road safety.

4. Policy

4.1 Oxfordshire County Council, as the Highway Authority, is responsible for the setting of all local speed limits across the road network throughout Oxfordshire excluding motorways and trunk roads.

4.2 The 20mph Speed limit falls under the Local Speed Limits; 20mph, 40mph and 50mph, which are set by Local Authorities and guided by [DfT Circular 1/13 Setting Local Speed Limits](#)

4.3 Signage and road markings for 20mph speed restriction are not included within this policy and are covered by Road Markings & Road Studs Procedure and the Traffic Signs Procedure.

4.4 Oxfordshire County Council does not enforce speed limits, the responsibility of this function lies with Thames Valley Police.

4.5 An effective speed limit policy can contribute significantly to the following outcomes:

- To aid road safety and reduce the risk of injury;
- To ensure the efficient working and enforcement of road traffic regulations;
- To maintain effective traffic control.

Policy: SLP1

Oxfordshire County Council will promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature of the road, environment and location.

4.6 A 20mph speed restriction should be considered holistically as part of a programme to reduce vehicle speeds and improve road safety.

Policy: SLP2

Oxfordshire County Council will permit sign only 20mph schemes to be implemented regardless of the existing speeds travelled.

4.7 The imposition of any new speed restriction, or amendment to existing speed restriction, requires a Traffic Regulation Order to be made.

Policy: SLP3

Where a new 20mph speed restriction is proposed, the County Council will carry out a consultation with public bodies such as the police, district and parish councils and local residents as per our statutory duties.

5. Policy cross over

- It is recognised that there is a large amount of cross over between other policies which will need to be considered and taken into account when applying the 20mph policy, these being

Policy	Content for inclusion
Smart Infrastructure	Integrate connected infrastructure into the network
Healthy Streets Approach	

ANNEX B – 20mph

Guidance for Oxfordshire

Speed Restriction Criteria

20mph speed restrictions will be promoted following an assessment of the proposed location.

Locations must be:

- a) Supported by local town or parish council and local county council elected member; and
- b) Within the extents of the built-up environment of the village or town where vulnerable road users and vehicles mix in a frequent and planned manner (except where strong evidence exists that higher speeds are safe); and
- c) Have an existing speed limit no greater than 40mph; and
- d) In an environment that explains and justifies a lower speed limit to the driver including, but not limited to, the following environments:
 - Where data shows incidences or identifies potential risks
 - Have visible residential frontages
 - Village settings with no pavements
 - Have shop, service or business frontages
 - Have a school or be on a school walking or cycling route
 - Be on a designated cycling route
 - Be in an area where greater active travel is or could be being promoted
 - Have the ability to aid better air quality
 - Have a “quiet lane” designation
 - Have higher than expected volumes of traffic for the type of road

Where there is disagreement on the officer’s conclusion as to whether or not the above criteria is met, it will be referred to an appeals panel for the Cabinet Member for Highways Management to make the final decision.

Author: Tim Shickle (Group Manager - Traffic & Road Safety), September 2021

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ANNEX C – 20mph

Resource Prioritisation Framework

1. This document identifies how limited funding for the 20mph programme will be prioritised.
2. The County Council's 20mph programme is expected to be delivered over a number of years and the specific funding likely to be available each year may vary and is not yet confirmed.
3. An annual process to request and assess 20mph schemes for inclusion in the following years programme will be undertaken.
4. It is assumed that new projects and schemes such as LTNs (revised and new) and improved infrastructure will have 20mph funded and implemented as part of the project if appropriate.
5. Requests for 20mph will be prioritised and ranked based on the following types of considerations (in order of priority):
 - a) Recorded KSIs
 - b) Evidenced minor incidences
 - c) Evidenced near misses
 - d) On a school walking route
 - e) Level of pedestrians walking along or crossing the road
 - f) Level of active frontage
 - g) Areas of high traffic volume expected for the type of road
 - h) Local contribution that frees up enough funding from the main programme to enable other schemes to be delivered

Author: Tim Shickle (Group Manager Traffic & Road Safety), September 2021

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Divisions Affected - All

CABINET 19 October 2021

MINERALS AND WASTE LOCAL PLAN – CORE STRATEGY REVIEW

Report by Corporate Director Environment and Place

RECOMMENDATION

1. The Cabinet is RECOMMENDED to endorse the proposed progression of the Minerals and Waste Local Plan and to delegate to the Corporate Director, Environment and Place, in consultation with the Cabinet Member for Climate Change Delivery and Environment, the final production of consultation documents relating to the Core Strategy review.

Executive Summary

2. The County Council is responsible for preparing the Minerals and Waste Local Plan¹. This will guide all future Minerals and Waste development across the County to 2031.
3. The Minerals and Waste Local Plan, together with the District local plans and the joint strategic spatial plan (Oxfordshire Plan 2050) prepared by Oxfordshire's District Councils will comprise the statutory development plan for Oxfordshire. The development plan is the basis on which planning decisions are made. All Local Plans should be reviewed at least every 5 years.
4. The Oxfordshire Minerals and Waste Local Plan is in two parts.
 - Part 1: Core Strategy,
 - Part 2: Site Allocations Document
5. The Minerals and Waste Local Plan Part 1: Core Strategy was adopted in September 2017 and Part 2: Site Allocations Document currently in preparation.
6. The timetable for the preparation of the documents within the Minerals and Waste Local Plan is set out within the Council's adopted Minerals and Waste Development Scheme (MWDS), last approved in January 2021. With the current timetable for the Site Allocations Document Examination in 2022 and the required Core Strategy review date of 2022, there is a high risk that all the work undertaken on the Site Allocations Document so far will be undermined by

¹ [Planning and Compulsory Purchase Act 2004](#) (as amended),

new evidence for the Core Strategy Review. This could lead to the Site Allocations being found unsound at Examination.

7. To avoid this occurring and a loss of all the Site Allocations work entailed so far, an early review of the Core Strategy has been undertaken. (Annex 1)
8. We are asking Cabinet to endorse the proposed progression of the Minerals and Waste Local Plan, including the Review of the Core Strategy contained in Annex 1 of this report, and that a Core Strategy Update is undertaken, that would involve a partial review of Policy M2, alongside the Site Allocations Document.
9. If this recommendation is agreed by Cabinet, a revised MWDS will be prepared to reflect this change. The Core Strategy Review, the Partial Update to Core Strategy and the Site Allocations Document Preferred Options and associated production timetables will then be included within the revised MWDS to be agreed by Cabinet.

Introduction

10. The Minerals and Waste Local Plan Part 1: Core Strategy was adopted in September 2017 and in accordance with the National Planning Policy Framework (NPPF) this needs to be reviewed every 5 years. This means that the Core Strategy needs to be reviewed by September 2022.
11. With the timetable for the Site Allocations Document Examination currently in 2022 and the required Core Strategy review date of 2022, there is a high risk that all the work undertaken on the Site Allocations Document so far will be undermined by new evidence for the Core Strategy Review. This could lead to the Site Allocations being found unsound at Examination. Therefore, a review has been undertaken (Annex 1).
12. The review of the Core Strategy has concluded that the Waste (W1 – W11) and Core (C1 – C12) Policies are functioning well, with none of the triggers for these policies within the Core Strategy having been met.
13. In addition, all the mineral policies appear to be functioning well, except for policy M2 as the crushed rock landbank has fallen below the 10 years required as shown in the Local Aggregates Assessment (LAA) 2019. The National Planning Policy Framework (NPPF) requires provision to be made for the maintenance of reserves with planning permission (landbank) for at least:
 - 7 years for sharp sand and gravel
 - 7 years of soft sand
 - 10 years of crushed rock
14. Therefore, we are currently not meeting the requirements of the NPPF for mineral supply.

15. Additionally, a trigger within our Authorities Monitoring Framework has been activated, in that the landbank for crushed rock has fallen below a figure of 10% above the landbank required.
16. We had intended that we could identify sites to address this issue within the Site Allocations Document, as supported by CAG, agreed by the Cabinet Decision on the Authority Monitoring Report (AMR) 2018, and as set out in our previous consultation.
17. However, following a review of the evidence for the Core Strategy and the Inspector's Reports, and based on advice from our "critical friend" North Northamptonshire Council, we have determined that the Site Allocation Document is required to identify only the sites needed to meet the requirement as set out in the Core Strategy; not the requirements of the latest LAA.
18. Policy M5 of the Core Strategy enables planning permission for sites when there is a shortfall in the landbanks. However, if we are unable to use the latest LAA in the allocation of sites, we will not be in accordance with the NPPF nor will we address the trigger for the Core Strategy.
19. Having explored the options available with the Minerals and Waste Cabinet Advisory Group, a partial update of the Core Strategy, including an update of Policy M2 and updating the figures for mineral extraction to feed into the Site Allocations Document is being recommended to Cabinet.
20. If the cabinet approve that recommendation, we need to carry out a minimum six-week consultation on the Core Strategy Review. In tandem with that consultation, we would also consult on the scope of the partial update to the Core Strategy. The responses to the consultation will inform the Core Strategy review which will be brought back to Cabinet before being taken to Full Council.
21. The resulting partial update would be progressed alongside the Site Allocations Document as set out in the Minerals and Waste Development Scheme (MWDS).

Minerals and Waste Development Scheme Timetable

22. It must be noted that we are currently unable to meet the current MWDS timetable and this requires an update in any event. MWDS are required to be updated annually. This delay is due to a number of reasons, including:
 - Resources have been diverted to undertake the Core Strategy Review. Awaiting completion of final Site Assessments which have not been completed because more work needs to be done on the timing of production at sites, and because more work is needed on the assessment of sites against the locational strategy in policy M3 of the Core Strategy. This assessment will then need to be reviewed by internal consultees.
23. If the recommendation in this report is approved, we will seek approval for a revised MWDS which will contain all the consultation stages that need to be

undertaken as a result of this decision. The update of the MWDS will be the next item on the agenda.

24. In addition, we are also required to undertake consultation on Issues and Options and Sustainability Appraisal/Strategic Environmental Assessment Consultation on the Partial Update for the review of the Core Strategy. This is a requirement of the Plan Making Process.
25. This approach will cause a delay to the Site Allocations Document, as we will firstly need to consult on the Core Strategy review and scoping for the Core Strategy partial update. We will also need to wait for Full Council approval of the Core Strategy Review following its consultation. This will approximately put a year onto the currently approved timetable for the Site Allocations Document. However, it could remove the need to undertake a Core Strategy review in September 2022 because a review will then have been undertaken within five years of the adoption of the core strategy. A further review could still be caused by a future monitoring trigger, but if that is the case a future review would take into account the proximity of the Site Allocations Document to adoption.
26. If this recommendation is not approved there would still be a delay to the currently approved timetable as set out in the current MWDS. This is because we are still awaiting the completion of the site assessments, on which the selections for the preferred options for allocations in the Site Allocations Document will be based. Therefore, it is unlikely that the preferred options would be able to be brought before cabinet for decision until early 2022, which would mean consultation on the preferred options at least five months later than set out in the current MWDS.

Corporate Policies and Priorities

27. The public consultation that would result from this recommendation would be based on our approved Statement of Community Involvement. This will contribute to the tests of soundness for the Minerals and Waste Local Plan Part 2 – Site Allocations at examination.
28. The Minerals and Waste Local Plan contribute to the corporate policy on climate change, the vision for thriving communities and thriving economy. It provides for the raw materials required for growth and the facilities required to process waste materials in a way that gains the best value from it. By planning for development well related to its need and based on the principles of sustainable development, it reduces travel and the impact of climate change.

Financial Implications

29. The Minerals & Waste Local Plan is included within the work priorities of the Communities Directorate and is in part being progressed within the existing mainstream budget for the Council's minerals and waste policy function. The delay to the programme requires that the current budget for the preparation and adoption of the Part 2 (Sites Plan) needs to be kept in reserve or budgeted for

in 2024 in order to meet the anticipated costs of independent public examination. The unanticipated additional consultancy costs in the preparation of the Core Strategy Review will be absorbed into the current budget, there are no other financial or staff implications arising from these changes.

Comments checked by:

Rob Finlayson, Finance Business Partner, Communities

rob.finlayson@oxfordshire.gov.uk

Legal Implications

30. The process of reviewing the Core Strategy is subject to a legislation and regulation. As long as those processes are adhered to there are no legal implications.

Comments checked by:

Jennifer Crouch, Principal Solicitor, Environmental

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Staff Implications

31. The Minerals & Waste Local Plan is included within the work priorities of the Communities Directorate. The programme for preparation of the Minerals and Waste Local Plan Documents takes into account the availability of staff and financial resources relative to the work expected to be required. The County Council considers the programme in this scheme to be realistic, subject to no significant unforeseen circumstances arising.
32. The plan will be prepared in-house by the Council's Minerals and Waste Policy Team of three officers (Minerals and Waste Local Plan Manager, Principal and Planning Policy Officer), under the direction of the Assistant Director Strategic Infrastructure and Planning and the Executive Director for Environment & Place. The team will, as required, draw on: administrative and technical support from within the wider Service; specialist input, particularly on transport, landscape, ecology and archaeology, from elsewhere within the Council; and input on communications from within the Council.
33. Due to the resources required for the additional evidence gathering and to see the Plan through to adoption, external consultant support has been sought and appointed. They will assist with the technical background work required to prepare the Site Allocations Document, including the Sustainability Appraisal, Site Assessments, HRA and SFRA.
34. Additional external consultants and temporary staff will be used where necessary, in particular if required to provide specialist input that is not available within the Council. This may include support on: Local Aggregate Assessment; Waste Needs Assessment; Aggregates Monitoring Report and facilitation of stakeholder meetings.

Equality & Inclusion Implications

35. This is not a new proposal is it a continuation of the Local Plan work. The Site Allocations work is subject to consultation exercises as set out in the Statement of Community Involvement, and the production of the plan has an Equality Impact Assessment programmed into it. The core strategy would not have an impact on any particular group, nor would it have any issues in terms of inclusion.

Sustainability Implications

36. The Minerals and Waste Local Plan process is subject to a Sustainability Appraisal and a Strategic Environmental Assessment. The Core Strategy Review will be subject to those appraisals. The proposed Core Strategy review would enable the MWLP to remain up to date in dealing with the minerals and waste needs of the County. This will enable minerals and waste facilities to be located where they are well related to the need for them thereby reducing the need for the transport of minerals and waste. Facilities to encourage waste to be reused and recycled will be planned for, and sites will be restored in a way that benefits the environment and the local community.

Risk Management

37. The risks and opportunities have been considered within the report. One reason for bringing the review of the Core Strategy forward was to reduce the risk of the Site Allocation Document not being found sound.

Consultations

38. No consultations have been required for this decision by Cabinet, but the resulting Core Strategy review and partial update would be subject to public consultation before returning to Cabinet for a final decision.

Bill Cotton, Corporate Director Environment and Place

Annex1: Review of Core Strategy Policies

Background papers: Nil

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August 2021

Annex 1 – Review of Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy

Introduction

1. The Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy (Core Strategy) was adopted in September 2017.
2. The Plan covers the administrative area Oxfordshire County Council.
3. The Plan is based upon the principle of ensuring an adequate and steady supply of minerals; and sustainable management of waste. It contains policies to enable minerals and waste decision making and covers the period to the end of 2031.
4. The effectiveness of the policies in the Core Strategy has been reviewed through Monitoring Reports on an annual basis from 2018.
5. The annual Authority Monitoring Reports (AMRs) can be viewed here:

<https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/planning-policy/minerals-and-waste-policy/new-minerals-and-waste-plan>
6. Regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012, state that a local planning authority must review a local development document within five years of the adoption of the local plan. This is reflected in the National Planning Policy Framework (2019) which requires that Local Plans should be reviewed to assess whether they require updating at least once every five years.
7. A recent update to the Planning Practice Guidance suggests that if a local planning authority decides not to update their policies, they should publish the reasons within 5 years of the adoption date of the plan. The adoption of such a statement must be carried out in accordance with section 23 of the Planning and Compulsory Purchase Act 2004.
8. The Minerals and Waste Development Scheme (MWDS) for the Oxfordshire Minerals and Waste Local Plan part 2 – Sites Allocations Document (Site Allocation Document), shows the adoption of the Sites Plan as being after the review of the Core Strategy is due. The Core Strategy is therefore required to be reviewed prior to the adoption of the Site Allocations Document, and it is sensible to carry out the review before the next round of consultation on the Sites Plan.
9. The purpose of this report is therefore to review the effectiveness of the policies of the Plan, provide an assessment on the delivery of allocated sites to date, review and consider what national and regional policy may have an impact on

the delivery of the Plan and summarise what policies, if any, need to be updated.

10. The outcomes of the report will be subject to public consultation, and a final review will be produced taking into account the consultation responses.

Structure of this review

11. This review comprises the following sections:

- Effectiveness of Plan Policies – outlines the findings of the review of the annual AMRs in order to provide information since the adoption of the Core Strategy against each of the policies within the Plan. A Monitoring RAG (Red, Amber and Green) status is provided for each policy.
- Issues relating to the use of policies – this highlights any issues in relation to the application of the policies in the core strategy, and whether there is a need to revise those policies.
- Effects of updates to planning legislation and guidance – this looks at any changes to the national policy context and whether that has led to a need to update the Core Strategy.
- Conclusion and next steps – outline the summary of findings and a proposed way forward in relation to the need to update the Core Strategy.

Effectiveness of Plan Policies (review of Monitoring Reports)

12. This section considers each of the 33 (10 Minerals, 11 Waste and 12 Common Core) policies contained within the Core Strategy in turn. This considers the monitoring indicators and triggers for each policy.

13. Where relevant to the indicator, contextual information is provided on how the statistics compare to the total number of applications or permissions since September 2017 which are:

- Oxfordshire County Council has determined 121 applications;
- A total of 107 permissions have been granted (52 Minerals / 55 Waste); and
- A total of 12 new development sites have been permitted (3 Minerals / 9 Waste)

14. Due to the delay in the production of the MHCLG survey, the production of the AMR for 2019 has been delayed. As a result, there is at this stage only one full year AMR that has been published since the adoption of the plan. This review has been based on data from that one AMR.

15. A RAG (Red, Amber and Green) Monitoring status is provided for each policy and is determined as follows:

Monitoring shows no issues	Green
Monitoring shows some issues to be Reviewed	Amber
Monitoring shows issues to be reviewed	Red

Policy M1: Recycled and Secondary Aggregates

16. Monitoring indicators

- Permissions granted for recycled and secondary aggregates.
- Capacity of recycled and secondary aggregate supply facilities.
- Annual production of recycled and secondary aggregate.
- Proportion of total aggregate supply from secondary and recycled aggregates.

17. Monitoring triggers (threshold) for policy review:

- Processing capacity falling below target capacity.
- Proportion of total aggregate supply from secondary and recycled aggregate changes +/- 10%.
- Sites for secondary and recycled aggregate permitted not in accordance with policies W4, W5 and C1 – C12.

The target capacity is 0.926 mtpa.

18. Monitoring Results

Indicators

19. There has been one permission granted for facilities producing secondary and recycled aggregates with a capacity of 50,000tpa, giving an operational capacity of 1.2mtpa across the County. There are also facilities with planning permission that are not currently operating which brings the total capacity up to 1.3mtpa.

20. The annual production of recycled and secondary aggregates in 2018 was 406,000t which was a decrease of 11,000 on the 2017 figure of 417,000. This is just over a third of the total capacity for the production of recycled and secondary aggregates.

21. In Oxfordshire in 2018, recorded sales of secondary and recycled were approximately 18.5% of the total sales of aggregates produced in Oxfordshire, which was slightly lower than the previous year which was 19% of total sales.

Triggers

22. The processing capacity has not fallen below the target capacity. It is approximately 0.4mt above the target capacity.
23. The proportion of total aggregate supply has not changed by +/- 10%. The change from 2017 to 2018 from secondary and recycled aggregates decreased by only 0.5% from 2017 to 2018.
24. There have been no sites for secondary and recycled aggregate allocated/permited not in accordance with policies W4, W5 and C1-C12.

RAG Monitoring status

25. All the indicators have been met and none of the triggers have been activated. There is some indication that the sales of recycled and secondary aggregate have dropped slightly, but the capacity for further recycling has been provided by the plan.

Green

Policy M2: Provision for Working Aggregate Minerals

26. Monitoring indicators

- Permissions granted for working of land won aggregate mineral aggregates.
- Permitted reserves for sharp sand and gravel, soft sand and crushed rock.
- Production capacity for sharp sand and gravel, soft sand and crushed rock split between northern Oxfordshire and southern Oxfordshire.
- Landbanks of permitted reserves for sharp sand and gravel, soft sand and crushed rock.
- Annual sales of sharp sand and gravel, soft sand and crushed rock extracted in Oxfordshire.

27. Monitoring triggers (threshold) for policy review

- One site allocated that does not fall within the locations specified
- Production capacity increases proportionally in northern Oxfordshire for two consecutive years
- Production capacity in southern Oxfordshire above 60%.

28. Monitoring Results

Indicators

29. 3,000,000t of aggregate extraction was permitted in 2018. This was an increase of 385,000t in 2017.
30. Permitted reserves for sharp sand and gravel, soft sand and crushed rock at 31.12.18 were:

- Sharp sand and gravel 12.925mt
- Soft sand 3.091mt
- Crushed Rock 7.718mt

31. Between 2017 and 2018, there was a 19.6% increase in permitted reserves of sharp sand and gravel. However, over the same period there was a 0.45% decrease in soft sand and a 17.2% decrease in crushed rock.

32. Production capacity for aggregates minerals in 2018 was:

- Sharp Sand and Gravel 1.624mtpa
- Soft Sand 0.390mtpa
- Crushed Rock 1.700mtpa

33. Landbanks of permitted reserves for sharp sand and gravel, soft sand and crushed rock:

- Sharp sand and gravel 3.091mt 12.7 years
- Soft Sand 0.243mt 12.7 years
- Crushed Rock 7.718mt 9.9 years

34. The landbank for Sharp Sand and Gravel at the end of 2018 were both above the 7 year landbanks required in the NPPF. The landbank for crushed rock however is 9.9 years and this falls just below the 10-year NPPF requirement.

Mineral Type	2018 (million tonnes)	2017 (million tonnes)	2016 (million tonnes)
Sharp Sand and Gravel	0.796	0.703	0.651
Soft Sand	0.252	0.251	0.227
Crushed rock	0.751	0.867	0.715

35. Annual sales of both sharp sand and gravel, and soft sand have increased each year over the last three years. Annual sales of crushed rock have been declined since 2017, however there has been a rise since 2016.

Triggers

36. The targets have been achieved for sharp sand and gravel, and for soft sand. No triggers have been met and the landbanks are well above the necessary levels.

37. The land bank for crushed rock has dropped below 10 years and this has triggered the need for a review, as the permitted reserve fell to below 10% above the landbank target. Indeed, it is now also below the NPPF requirement of 10 years. This is due to the increase in the LAA 2019 provision requirements. This has seen the landbank decrease from 13 years in 2017 to 9.9 years in 2018.

RAG Monitoring status

38. One of the indicators has been triggered for crushed rock. If no additional allocations are made, policy M5 of the Core Strategy would enable planning permissions to be granted if the locational strategy in policy M3 is met. There is a mechanism for approvals to come forward to meet the landbank deficit, however relying on Policy M5 alone, has not resulted in sufficient planning permission coming forward and therefore the Plan does not meet the requirements of the NPPF.

Red

Policy M3: Principal locations for working aggregates minerals

39. Monitoring indicators

- Sites allocated for aggregates minerals.
- Production capacity for sharp sand and gravel, soft sand and crushed rock split between northern Oxfordshire and southern Oxfordshire

40. Monitoring triggers (threshold) for policy review

- One site allocated that does not fall within the locations specified.
- Production capacity increases proportionally in northern Oxfordshire for two consecutive years.
- Production capacity in southern Oxfordshire above 60%.

41. Monitoring Results

Indicators

42. At this stage no sites have been allocated for aggregates minerals.

43. Production capacity remains unevenly split between northern Oxfordshire (58%) and southern Oxfordshire (42%). It is an aim of the Core Strategy to achieve a balanced distribution of production capacity by the end of the plan period (2031). This will be considered through the production of the Site Allocations Plan.

Triggers

44. No site allocations have been made, the northern production capacity has not increased proportionally, and the production capacity in southern Oxfordshire is at 42%. Therefore, no triggers have been activated.

RAG Monitoring status

45. All the indicators have been met and none of the triggers have been activated. There is still some inequality between provision in northern and southern, but that will be addressed in the Site Allocations Document.

Green

Policy M4: Sites for working aggregates minerals

46. Monitoring indicators

- Sites allocated for aggregates minerals.

47. Monitoring trigger (threshold) for policy review

- One site allocated that does not fall within the locations specified
- Production capacity increases proportionally in northern Oxfordshire for two consecutive years
- Production capacity in southern Oxfordshire above 60%.

48. Monitoring Results

Indicators

49. There have been no allocations made at this stage.

Triggers

50. No triggers are possible until allocations are made in the Site Allocations Plan.

RAG Monitoring status

51. This policy can only be monitored after the adoption of the Site Allocations Document.

Green

Policy M5: Working of aggregate minerals

52. Monitoring indicators

- Permissions granted for working aggregate minerals – spatial distribution and quantity of resource.
- Permissions granted for borrow pits.

53. Monitoring trigger (threshold) for policy review

- Prior to adoption of the Site Allocations Document, one permission granted that is not required to meet provision requirements in policy M2 and/or not in accordance with policies M3, M4 and C1 – C12.
- Following adoption of the Site Allocations Document, one application permitted outside allocated sites (unless it is to prevent sterilization or because the requirement set out in policy M2 cannot be met from within the specific sites identified) and/or not in accordance with policies M3 and C1 – C12.

- Permission granted for borrow pit/s that does/do not meet the requirements of the policy.
- Working of ironstone permitted contrary to policy.

54. Monitoring Results

Indicators

55. There were two permissions granted for further mineral extraction in 2018, These were for a new sharp sand and gravel site at New Barn Farm, Cholsey and an extension for sharp sand and gravel extraction at Bridge Farm, Sutton Courtenay. Both fall within Mineral Strategic Resource Area 5, Thames and Lower Thames Valley. They both contributed to the provision for working of aggregate minerals (sand and gravel) in accordance with Policy M2. Additionally, they were in locations for working aggregate minerals that met the locational strategy in Policy M3, the criteria in policy M4, and they were in accordance with policies C1 – 12.

56. No permissions were granted, or applications submitted, for borrow pits in 2018.

Triggers

57. No triggers have been activated as there have been no permissions that were not required to meet provision requirements in Policy M2 and/or not in accordance with policies M3, M4 and C1-C12; there were no permissions granted for borrow pits; and there were no permissions for ironstone working.

58. The Site Allocations Document has not been adopted and so the trigger relating to applications after that cannot be activated at this time.

59. RAG Monitoring status

60. All the indicators have been met and none of the triggers have been activated.

Green

Policy M6: Aggregate Rail Depots

61. Monitoring indicators

- Permissions granted for new aggregates rail depots.

62. Monitoring trigger (threshold) for policy review

- One permission granted for new aggregate rail depot that does not have suitable access to lorry route and/or meet requirements in policies C1 – C12.

63. Monitoring Results

Indicators

64. There were no planning permissions for new aggregate rail depots.

Triggers

65. The trigger has not been activated because no planning permissions for new rail aggregates were granted.

RAG Monitoring status

66. Although the policy did not result in any new permissions for aggregates rail depots, this has also resulted in no triggers being activated.

Green

Policy M7: Non-aggregate mineral working

67. Monitoring indicators

- Permissions granted for non-aggregate mineral working.

68. Monitoring triggers (threshold) for policy review

- One application permitted that does not meet relevant policy requirements.

69. Monitoring Results

Indicators

70. No applications were permitted in 2018 for non-aggregate minerals.

Triggers

71. The trigger has not been activated because no planning permissions for non-aggregate minerals were granted.

RAG Monitoring status

72. As there were no permissions for non-aggregates minerals, the policy trigger could not be activated.

Green

Policy M8: Safeguarding mineral resources

73. Monitoring indicators

- Number and area of applications granted for non-minerals development in mineral consultation areas, which sterilise mineral resources.

- Number and area of site allocations made by District Planning Authorities for non-minerals development in mineral consultation areas, which sterilise mineral resources.
- OCC objections to district development on safeguarding mineral resources grounds.
- Number of applications consulted on from District to OCC within a minerals consultation area.

Monitoring trigger (threshold) for policy review

- One DC application approved with an objection from OCC on mineral safeguarding grounds.
- One application permitted by OCC leading to development that would sterilise mineral resources.
- One District site allocations made with an objection from OCC on minerals safeguarding grounds.

74. Monitoring Results

Indicators

75. Of the applications on which Oxfordshire was consulted, it made two objections on minerals sterilisation grounds. One application was refused, and the other was withdrawn.
76. During 2018, West Oxfordshire District Council adopted their Local Plan. It made reference Minerals and Minerals safeguarding. Oxfordshire, in response to allocation EW1, raised safeguarding of sand and gravel as an issue, and also the need to safeguard the existing waste recycling facility that would be within the allocated area. Following the Examination, the adopted Plan Policy EW1 (2018) includes the text “appropriate measures to safeguard and take account of the operational requirements of the existing aggregate recycling facility within the site and also to safeguard sand and gravel deposits where appropriate having regard to the policies of the Minerals and Waste Local Plan”
77. The County Council Minerals and Waste Planning Policy Team were consulted on 149 planning applications from the Districts for major applications through the County Councils Single Response System in addition to the 67 consultations received directly from Cherwell District Council.
78. No applications were permitted by the County Council in 2018 that would result in the sterilisation of mineral resources.

Triggers

79. No district council application approved with an objection from OCC on mineral safeguarding grounds, no applications permitted by OCC lead to development which would sterilise mineral resources, and no site allocations were made with an objection on mineral safeguarding grounds.

RAG Monitoring status

80. All the indicators have been met and none of the triggers have been activated. There have been some instances where Oxfordshire has objected or made comments, but these have always been addressed to the County's satisfaction.

Green

Policy M9: Safeguarding minerals infrastructure

81. Monitoring indicator

- Number and type of safeguarded mineral infrastructure sites in Oxfordshire.
- Number of safeguarded aggregate rail depots in Oxfordshire.
- District development which is incompatible with or prejudicial to a safeguarded site.
- OCC objections to district development on safeguarding mineral infrastructure grounds.

82. Monitoring trigger (threshold) for policy review

- One safeguarded mineral infrastructure site lost to other development.
- One permission issued which would lead to significant harm or prejudice to a safeguarded site (permitted with an objection from OCC)
- One District site allocation made that would sterilise mineral infrastructure with objection from OCC.
- Reduction in number of safeguarded rail depots in Oxfordshire.

83. Monitoring Results

Indicators

84. There are four safeguarded aggregate rail depots in Oxfordshire. Of these, three are existing (Banbury, Sutton Courtenay and Kidlington) and one permitted (Shipton-on-Cherwell). Whilst there is also a depot at Hinksey Sidings, Oxford, this has been used solely by the rail industry to bring in rail ballast for internal use on the rail network.

85. No applications were determined in 2018 that would be incompatible with, or prejudicial to, a safeguarded mineral infrastructure site.

86. OCC did not object to any district development on the grounds of safeguarding mineral infrastructure in 2018.

Triggers

87. No safeguarded mineral infrastructure site was lost to other development. No permission has been issued which would lead to significant harm or prejudice to a safeguarded site (permitted with an objection from OCC). No District site allocation made that would sterilise mineral infrastructure with objection from

OCC. There was no reduction in number of safeguarded rail depots in Oxfordshire.

RAG Monitoring status

88. All the indicators have been met and none of the triggers have been activated.

Green

Policy M10: Restoration of mineral working

89. Monitoring indicator

- Number of approved mineral restoration schemes.
- Proportion gain of biodiversity in restoration schemes.

90. Monitoring trigger (threshold) for policy review

- One application approved for which the restoration does not take into account the considerations set out in the policy.
- One application permitted including a restoration scheme which does not provide a net gain in biodiversity.

91. Monitoring Results

Indicators

92. There were six mineral restoration schemes approved in 2018, including two new sites and four revisions to previously approved schemes.

93. The County Council Environment team did not have any outstanding objections to any of the seven new/revised restoration schemes. As part of their assessment of whether to object, they consider whether the development would result in a net gain in biodiversity. In 2018, the County Council was not requiring the use of a biodiversity accounting metric on all applications and therefore it is not possible to measure the proportion gain in biodiversity from the restoration schemes. However, a net gain in biodiversity was sought in each planning decision.

Triggers

94. No applications were approved that did not take into account. No applications were permitted that included a restoration scheme which did not provide a net gain in biodiversity.

RAG Monitoring status

95. All the indicators have been met and none of the triggers have been activated.

Green

Policy W1: Oxfordshire waste to be managed

96. Monitoring indicator

- Total amounts of waste managed within Oxfordshire for the specified waste streams.
- Waste management capacity in Oxfordshire for the specified waste streams.

97. Monitoring trigger (threshold) for policy review

- Amount of waste managed within Oxfordshire falls or rises to +/- 20% of the figures set out in the policy, as updated by the Oxfordshire Minerals and Waste Annual Monitoring Reports.
- Waste management capacity falls below that required to manage the waste streams set out in the policy, as updated by the annual monitoring reports.

98. Monitoring Results

Indicators

99. The table below shows the waste produced in Oxfordshire. This shows the actual total for Municipal Solid Waste (MSW), and estimated values for Commercial and Industrial (C&I), and Construction, Demolition and Excavation (CDE).

Waste Type	Total – Actual/Estimate
Municipal Solid Waste	280,676t
Commercial and Industrial Waste	540,000t
Construction, Demolition and Excavation Waste	1,288,413t

100. Based on the management targets in policy W2, and the forecast tonnages for waste streams for 2021 as identified in Table 5 of the Core Strategy, the total requirement for each waste type is Table 20 below shows that there is currently sufficient waste management capacity to manage these waste streams in line with the management targets for 2021.

Projected Capacity Requirement	MSW	C&I	CDE (non-inert proportion)	Total Requirement (tpa)	Available Capacity (operation)
	2018 ¹				
Composting/ food waste	77,647	45,309	7,730	130,686	239,600
Non-hazardous waste	83,268	324,905	20,099	428,272	640,900
Non-hazardous waste residual	109,418	91,839	0	201,257	326,300

Triggers

101. The 2018 report gives a baseline figure and no further AMRs have been published at this time so the rise or fall against that baseline is not known. Future monitoring will assess whether this trigger is activated.
102. Waste management capacity has not fallen below that required to manage the waste streams; in fact it is substantially higher than is needed.

RAG Monitoring status

103. All the indicators have been met and none of the triggers have been activated.

Green

Policy W2: Oxfordshire waste management targets

104. Monitoring indicator

- Quantity of waste managed in Oxfordshire.
- Quantity of Oxon Non-hazardous waste to landfill.
- Quantity of Oxon waste to genuine MRF.
- Quantity of Oxon waste to EfW.
- Quantity of Oxon waste to land recovery and inert landfill.
- Recycled/secondary aggregate sales.
- Quantity of Oxon waste to composting/AD plants.

105. Monitoring trigger (threshold) for policy review

- Percentage of waste diverted from landfill lower than set out in the policy for three consecutive years.

106. Monitoring Results

Indicators

MSW:

107. Of the 280,676t of MSW managed in Oxfordshire in 2018: 83,268t was recycled; 57,847t was composted or treated food waste; 109,418t went to EfW. The overall diversion from landfill was around 97%.
108. In 2016, 94% of Oxfordshire's MSW was diverted from landfill by means of recycling, composting, food waste treatment or energy recovery. In 2018, this increased to 97%. Overall, the percentage of waste diverted from landfill has increased from 59% in 2012/2013, to 97% in 2018.

C&I:

109. Of the 540,000t of C&I waste estimated to require management in Oxfordshire: 324,905t was recycled; 45,309 required composting or food waste treatment; 91,839 tonnes required treatment in other ways including residual waste treatment. Overall diversion from landfill was around 86 % which is below the total landfill diversion target of 90% however, these are 2018 against 2021 targets. Some increase is still needed to meet the 2021 target of 90%, but the rates appear to be on track to meet that target.

CDE:

110. From 2016 to 2018, the estimated amount of CDE waste produced in Oxfordshire decreased from 1,393,000t to 1,288,413t. The proportion recovered increased significantly between 2016 and 2018 from 9% to 64%, whilst the proportion of CDE waste disposed of decreased from 49% to 3%. The proportion of CDE Waste recycled also decreased from 42% to 33%.

Triggers

111. The percentage of waste diverted from landfill is not lower than set out in Policy for 2018 based on 2016 targets. The processing capacity has not fallen below the target capacity. It is approximately 0.4mt above the target capacity. The trigger has not therefore been activated.

RAG Monitoring status

112. All the indicators have been met and none of the triggers have been activated. There is a need to continue to increase diversion from landfill, but the figures appear to be on track.

Green

Policy W3: Provision for waste management capacity and facilities required

113. Monitoring indicator

- Total amounts of waste managed within Oxfordshire for the specified waste streams.
- Waste management capacity in Oxfordshire for the specified waste streams.
- Permissions granted for reuse, recycling, composting/food waste treatment and treatment of residual waste.

114. Monitoring trigger (threshold) for policy review

- One Additional waste management capacity allocated below additional capacity requirements in this policy for this waste management stream, as updated by Annual Monitoring Report.
- One application permitted for reuse, recycling, composting/food waste treatment and residual waste treatment that does not accord with relevant spatial strategy and policy requirements.
- One application for residual waste treatment permitted for which waste will not be recovered at one of the nearest appropriate installations.

- Residual waste treatment capacity permitted above additional requirement set out in this policy for this waste management stream, as updated by Annual Monitoring Report or not in accordance with policies W4, W5 and C1-C12.
- One site allocated not in accordance with relevant provisions of the policy.

115. Monitoring Results

Indicators

116. The table below shows the waste managed and available capacity for the waste streams identified in policy W3. It shows that there is currently sufficient waste management capacity to manage the principal waste streams in line with management targets

Projected Capacity Requirement	MSW	C&I	CDE (non-inert proportion)	Total Requirement (tpa)	Available Capacity	Surplus/ Deficit
Composting/food waste	77,647	45,309	7,730	130,686	239600	+108,914
Non-hazardous waste	83,268	324,905	20,099	428,272	640900	+212628
Non-hazardous waste residual	109,418	91,839	0	201,257	326300	+125,045

117. There were three permissions granted in 2018 for reuse, recycling, composting/food waste treatment and treatment of residual waste.

Triggers

118. No sites have been allocated at this stage, so this will be a matter for future monitoring after the adoption of the Site Allocations Plan.

119. No applications were permitted that did not accord with the relevant spatial strategy and policy requirements in 2018, and so the trigger has not been activated.

120. One S73 application for an extension to capacity at an existing residual waste permission for residual waste treatment was determined in 2018. This is in accordance with policy and trigger not activated.

121. The S73 Application for residual waste treatment determined in 2018 did not result in an additional requirement and so this trigger has not been activated.

122. No sites were allocated in 2018, therefore this trigger has not been activated.

RAG Monitoring status

123. All the indicators have been met and none of the triggers have been activated.

Green

Policy W4: Locations for facilities to manage the principal waste streams

124. Monitoring indicator

- Location of permissions for strategic, non-strategic and small scale waste management facilities/capacity.
- Location of sites allocated for strategic and non-strategic waste management facilities/capacity.

125. Monitoring trigger (threshold) for policy review

- One planning permission granted/site allocated for a facility which does not accord with the policy criteria (in areas within the areas identified as appropriate for facilities of that scale in the policy or with good access to the lorry route network).

126. Monitoring Results

Indicators

127. The table below shows the three permissions that were granted in 2018. All are in compliance with policy W4.

Site Name	Type of Facility	Type of Facility Scale	Assessment against Policy W4
Cassington/ Worton Farm AD Facility	Composting/ Biological Treatment	Composting/ Biological Treatment	Non-Strategic Within Strategic zone for Oxford City
Wallingford AD	Composting/ Biological Treatment	Composting/ Biological Treatment	Non-Strategic Within Strategic zone for Oxford City
Ardley Energy Recover Facility	Residual Waste	Residual Waste	Strategic 26,300tpa. Within strategic zone for Bicester.

128. Sites will be allocated in the Site Allocations Document and monitoring will commence once the document is adopted

Triggers

129. No sites have been allocated at this time. Three permissions were granted in 2018, all of which were in accordance with the policy.

RAG Monitoring status

130. All the indicators have been met and none of the triggers have been activated.

Green

Policy W5: Siting of waste management facilities

131. Monitoring indicator

- Number of approved facilities located on land given priority by the policy.
- Number of approved facilities located on green field land.
- Number of allocated sites located on land given priority by the policy.
- Number of allocated sites located on green field land

132. Monitoring trigger (threshold) for policy review

- One planning permission granted/site allocated in not in accordance with relevant provisions of the policy.

133. Monitoring Results

Indicators

134. Three planning permissions were granted in 2018 at Worton Farm AD facility, Wallingford AD facility and Ardley Energy Recovery Facility. All three were located on existing waste sites and were therefore on land given priority by the policy.

135. No permissions were given for facilities located on greenfield land.

136. Sites will be allocated within the Site Allocations Plan and monitoring will commence once the document has been adopted.

Triggers

137. No sites were allocated, and the three sites that were permitted were all in locations that were in accordance with the policy.

RAG Monitoring status

138. All the indicators have been met and none of the triggers have been activated.

Green

Policy W6: Landfill and other permanent deposit of waste to land

139. Monitoring indicator

- Number of applications permitted for inert waste landfilling for restoration purposes.
- Number of applications permitted for the permanent deposit of waste to land, other than to landfill.
- Existing and permitted landfill capacity relative to estimated requirements.
- Number of developments permitted that would reduce non-hazardous landfill capacity

140. Monitoring trigger (threshold) for policy review

- Permanent deposit of waste to land, other than to landfill permitted contrary to policy – where there would not be an overall environmental benefit.
- Inert landfill capacity permitted contrary to policy.
- Permission granted for additional non-hazardous landfill capacity.

141. Monitoring Results

Indicators

142. One application was permitted in 2018, for inert waste landfilling for restoration purposes. It was at New Barn Farm and was for 1.4 million m³ of material.

143. One permission was granted for the creation of three new football pitches for community use facilitated through the disposal of waste. This involved 11,900m³ of waste for land raising to achieve levels that were granted planning permission by the district council at Thame Football Club. The permanent deposit of waste to achieve the permitted landform was therefore considered to be an overall environmental benefit.

144. There is currently 7,859,363m³ of inert landfill capacity and 4,359,905m³ of non-hazardous landfill remaining in Oxfordshire.

145. In 2018, approximately 131,207t of non-hazardous waste produced in Oxfordshire was sent to non-hazardous landfill. 821,347t of inert waste was sent to inert landfill. Based on these rates, non-hazardous and inert landfill capacity in Oxfordshire will last to the end of the plan period and beyond.

146. No permissions were granted that would reduce non-hazardous landfill capacity.

147. The processing capacity is approximately 0.4mt above the target capacity.

148. The change from 2017 to 2018 from secondary and recycled aggregates decreased by only 0.5% from 2017 to 2018.

149. There have been no sites for secondary and recycled aggregate allocated/permitted not in accordance with policies W4, W5 and C1-C12.

Triggers

150. There was no permanent deposit of waste to land where there would not be an overall environmental benefit. There was no inert landfill capacity permitted contrary to policy, and no permission was granted for additional non-hazardous landfill capacity.

RAG Monitoring status

151. All the indicators have been met and none of the triggers have been activated. Those landfill permissions that were granted were for overall environmental benefit.

Green

Policy W7: Management and disposal of hazardous waste

152. Monitoring indicator

- Number, type and capacity of existing and permitted hazardous waste facilities in Oxfordshire.

153. Monitoring trigger (threshold) for policy review

- Any reduction in total number of existing and permitted hazardous waste facilities.

154. Monitoring Results

Indicators

155. There are 12 hazardous waste facilities in Oxfordshire, located in Oxford, Banbury, Ewelme, Culham, Harwell, Drayton, East Hanney and Standlake. One of the Oxford sites, and the East Hanney sites take hazardous waste only, but the rest take hazardous and radioactive waste. These sites have a combined capacity of 548,665t.

Triggers

156. There was no reduction in the total number of existing and permitted hazardous waste facilities.

RAG Monitoring status

157. All the indicators have been met and none of the triggers have been activated.

Green

Policy W8: Management of agricultural waste

158. Monitoring indicator

- Number of applications approved for treatment of agricultural waste within a unit of agricultural production.

159. Monitoring trigger (threshold) for policy review

- One application approved contrary to the policy.

160. Monitoring Results

Indicators

161. No applications were received or determined for the treatment of agricultural waste within a unit of agricultural production.

Triggers

162. No applications were permitted contrary to the policy.

RAG Monitoring status

163. All the indicators have been met and none of the triggers have been activated.

Green

Policy W9: Management and disposal of radioactive waste

164. Monitoring indicator

- Permissions issued for management and disposal of low level and intermediate level radioactive waste.
- Specific provision made in Part 2 Site Allocations Document for treatment and storage of low level and intermediate level waste.

165. Monitoring trigger (threshold) for policy review

- One application approved for low level radioactive waste management that does not significantly contribute to meeting needs of Oxfordshire and wider needs can be adequately provided for elsewhere and/or does not meet requirements of C1-C12.
- One application approved for intermediate radioactive waste management that is not at Harwell licensed nuclear site and/or contributes to wider needs that could be adequately provided for elsewhere and/or does not meet requirements of C1-C12.
- Less than one site allocated in Part 2 Site Allocations document that does not accord with the policy.

166. Monitoring Results

Indicators

167. Magnox Ltd (Rutherford Avenue, Didcot) were granted permission for an S73 application to vary condition 2 of planning permission EHE/9294/1 to allow for import of a small amount of Intermediate Level Waste (ILW) from Winfrith to Harwell for encapsulation and interim storage.
168. Magnox Ltd (Harwell Site) were also granted permission for the installation of a semi rigid building for the temporary storage of non-radioactive waste and very low radioactive waste.
169. The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan has been adopted.

Triggers

170. No application was approved for low level radioactive waste management that: did not significantly contribute to meeting needs of Oxfordshire and wider needs; could be adequately provided for elsewhere; and/or does not meet requirements of C1-C12.
171. No application was approved for intermediate radioactive waste management that: is not at Harwell licensed nuclear site; does not contribute to wider needs that could be adequately provided for elsewhere; and/or does not meet requirements of C1-C12.
172. No allocations have been made at this time.

RAG Monitoring status

173. All the indicators have been met and none of the triggers have been activated. Those applications that were permitted met the policy considerations.

Green

Policy W10: Management and disposal of waste water and sewage sludge

174. Monitoring indicator
- Permissions granted for proposals for the management and disposal of waste water and sewage sludge.
175. Monitoring trigger (threshold) for policy review
- One application permitted contrary to the policy.
176. Monitoring Results
- Indicators
177. No permissions were granted for the management or disposal of waste water or sewage sludge during 2018.

Triggers

178.No application was permitted contrary to the policy.

RAG Monitoring status

179.All the indicators have been met and none of the triggers have been activated.

Green

Policy W11: Safeguarding waste management sites

180.Monitoring indicator

- Decisions resulting in non-waste management uses on sites with permission for
 - operational waste sites with planning permission,
 - sites with planning permission for waste use not yet brought into operation.
 - vacant sites previously used for waste management uses or
 - sites allocated for waste management in the Site Allocations Document.

181.Monitoring trigger (threshold) for policy review

- One application permitted by District with an objection from OCC.
- One application permitted by OCC leading to development which would prevent or prejudice the use of a site safeguarded for waste use.

182.Monitoring Results

Indicators

183.No district planning applications were granted by district councils in 2018 for development that would prevent or prejudice the relevant waste management sites from operating.

184.The County Council was signatory to a Statement of Common Ground regarding West Oxfordshire District Council's proposed allocation of a Garden City at Eynsham in their Local Plan (which was adopted in 2018) and the impact on New Wintles Farm waste processing site. The County Council did not object to the allocation, provided that wording was added to the proposed policy to ensure that New Wintles Farm can remain operational. Appropriate wording was included within the Adopted Plan.

Triggers

185.No application was permitted by a District Council with an objection from OCC, and no application was permitted by OCC leading to development which would prevent or prejudice the use of a site safeguarded for waste use.

RAG Monitoring status

186. All the indicators have been met and none of the triggers have been activated.

Green

Core Policies C1 – C12

187. Monitoring indicator

- Permissions granted in accordance with policy.

188. Monitoring trigger (threshold) for policy review

- One application permitted which does not take into account relevant requirements of the policy.

189. Monitoring Results

Indicators

190. From the monitoring so far taken place, the core policies have been used variously in the applications determined by Oxfordshire County Council as Mineral Planning Authority. The decisions on those applications have been in accordance with the core policies where relevant.

Triggers

191. There have been no occasions of an application being permitted which did not take into the account the relevant requirements of the core policies that applied to the site.

RAG Monitoring status

192. All the indicators have been met and none of the triggers have been activated for any of the core policies.

Green

193. Summary of Monitoring Status

Policy Number and Title	RAG Status
Policy M1: Recycled and secondary aggregate	Green
Policy M2: Provision for Working Aggregate Minerals	Red
Policy M3: Principal locations for working aggregate minerals	Green
Policy M4: Sites for working aggregate minerals	Green
Policy M5: Working of aggregate minerals	Green
Policy M6: Aggregate rail depots	Green
Policy M7: Non aggregate mineral working	Green

Policy M8: Safeguarding mineral resources	Green
Policy M9: Safeguarding mineral infrastructure	Green
Policy M10: Restoration of mineral workings	Green
Policy W1: Oxfordshire waste to be managed	Green
Policy W2: Oxfordshire waste management targets	Green
Policy W3: Provision for waste management capacity and facilities required	Green
Policy W4: Locations for facilities to manage the principal waste streams	Green
Policy W5: Siting of waste management facilities	Green
Policy W6: Landfill and other permanent deposit of waste to land	Green
Policy W7: Management and disposal of hazardous waste	Green
Policy W8: Management of agricultural waste	Green
Policy W9: Management and disposal of radioactive waste	Green
Policy W10: Management and disposal of waste water and sewage sludge	Green
Policy W11: Safeguarding waste management sites	Green
Policy C1: Sustainable development	Green
Policy C2: Climate change	Green
Policy C3: Flooding	Green
Policy C4: Water environment	Green
Policy C5: Local environment, amenity and economy	Green
Policy C6: Agricultural land and soils	Green
Policy C7: Biodiversity and geodiversity	Green
Policy C8: Landscape	Green
Policy C9: Historic environment and archaeology	Green
Policy C10: Transport	Green
Policy C11: Rights of way	Green
Policy C12: Green Belt	Green

Issues relating to the use of the policies

194. The monitoring has shown few problems in the way the policies have been working. This section will look at any issues relating to the use of the policies, such as difficulty in applying the policy or lack of clarity.

195. Only policies for which a problem has occurred will be mentioned in this section.

Policies M5, M3 and M4

196. Prior to the adoption of the sites plan these policies are used in the following way:

197. Policy M5 states that prior to adoption of the Minerals and Waste Local Plan Part 2 – Site Allocations Document, planning permission will be granted for the working of aggregates minerals, where this would contribute to meeting the requirements in policy M2, and provided the proposal is in accordance with the locational strategy in policy M3.

198. There is no concern about the meeting of requirements in M2, but it is not clear which parts of policy M3 constitute the locational strategy as this is not clearly stated in the policy.
199. The view of the Policy Team is that the Principal Locations, ie the Strategic Resource Areas is the locational strategy. Within those areas, sites will be allocated in the Sites Plan in accordance with policy M4 which sets out the factors for choosing sites.
200. Policy M3 also states that specific sites for extensions to existing quarries outside the strategic resource areas may also be allocated provided they are in accordance with policy M4. This has led to promoters of quarries outside the Strategic Resource Areas to put forward their view that this makes extensions to quarries outside the Strategic Resource Areas. They additionally put forward the view that because policy M4 states that priority will be given to extensions to existing quarries where environmentally acceptable, extensions to quarries outside the Strategic Resource Areas are to be given preference over new sites within the Strategic Resource Areas.
201. These arguments are currently being tested in an appeal case at Shipton on Cherwell Quarry. The result of that appeal will provide clarity as to how the Planning Inspectorate, and the Secretary of State consider the wording of the policies.
202. The clarity that will be given by the decision will guide future use of the policy and that will take place before any update of the policy through the local plan process, so there is not a need to update the policy now. However, consideration should be given to giving greater clarity when the plan is next updated.
203. Once the Site Allocations Plan is adopted that specific issue will cease to be a problem, but the same issue might occur in future if any of the landbanks drop below required levels. This is because policy M5 also states that permission will not be granted for sites not allocated in the local plan unless the need for a steady and adequate supply of minerals cannot be met from within those sites, and that the site is in accordance with the locational strategy in M3 which continues the issue beyond the adoption of the Sites Plan. The policy is a useful enabling policy and keeps the plan robust, but again it could benefit from greater clarity when the policy is next updated.

Other Policies

204. No issues have been raised in relation to other policies in the Core Strategy.

Effects of updates to Planning Legislation and Guidance

205. Since the adoption of the Core Strategy there has been an update to the National Planning Policy Framework. If a policy in the local plan becomes out

of step with the NPPF, it is the NPPF that will take precedence. There have been no such instances raised, and the policies remain in compliance with the NPPF.

- 206. Policy C7 of the Core Strategy requires that minerals and waste applications should conserve, and where possible, deliver a net gain in biodiversity. Delivering a net gain in biodiversity is now a legal requirement. This has overtaken the requirement in policy C7, but it does not make the policy out of step with the legislation.
- 207. There are no changes to legislation, regulation or guidance that make it necessary to update the Core Strategy.
- 208. The government has produced a White Paper that could have major implications for the production of the Site Allocations Document. If the Site Allocations Document has not reached Regulation 19 stage when the proposed legislation comes into effect, the plan process will have to start again, further delaying the allocation of sites.

Conclusion and next steps

- 209. This review has identified that the monitoring report has identified one trigger relating to the crushed rock landbank. Our intention had been to address this trigger through our Site Allocations Document based on our Local Aggregate Assessment requirements.
- 210. However, following a review of the evidence for the Core Strategy and the Inspector's Reports and advice from our "critical friend" North Northamptonshire Council, we have determined that the Site Allocation Document is required to identify only the sites needed to meet the requirement as set out in the Core Strategy; not the requirements of the latest Local Aggregates Assessment (LAA). Therefore, the shortfall in crushed rock and the Monitoring trigger will not be able to be addressed through the Site Allocations Document.
- 211. If we are unable to use the LAA and identify sites, we will not be in accordance with the NPPF and in addition, the trigger for the Core Strategy review will still be outstanding and this therefore needs to be addressed.
- 212. It is therefore proposed that we carry out a consultation on the Core Strategy Review which has at this stage identified the need for a Partial Update of the Core Strategy in relation to Policy M2, and that all of the other Policies are working effectively.
- 213. Once the consultation has been carried out and this review has taken into account the responses to that consultation, the review will be taken to full Council for decision and any resulting update required of the Core Strategy will be carried out alongside the Site Allocations Document process.

214. To reduce the delay in the production of the Site Allocations Document an issues and options paper will be consulted on at the same time as the consultation on the Core Strategy review. This will reduce the number of consultations and enable those issues to be fed into the process once the decision is made.
215. The Local Plan would be reviewed again, following the adoption of the Sites Allocations Document or if further triggers are activated through our Annual Monitoring Report.

Divisions Affected - All

CABINET 19 October 2021

OXFORDSHIRE MINERALS AND WASTE DEVELOPMENT SCHEME

Report by Corporate Director Environment and Place

RECOMMENDATION

1. The Cabinet is RECOMMENDED to:
 - a) Approve the Oxfordshire Minerals and Waste Development Scheme (Twelfth Revision) October 2021 at Annex 1, in order to have effect from 1st November 2021.
 - b) Delegate any final detailed amendment and editing to the Corporate Director Environment and Place, in consultation with the Cabinet Member for Climate Change and Environment.

Executive Summary

2. The County Council must prepare and maintain an annual Minerals and Waste Development Scheme (MWDS) setting out the Council's programme for preparing the Minerals and Waste Local Plan.
3. In light of a decision being made on the Core Strategy Review (previous item on the Cabinet Agenda) the Authority must now update its MWDS as a result to reflect this change to the Plan programme and its revised timetable.
4. These key changes are:
 - Inclusion of a Review of the Minerals and Waste Local Plan: Part 1 - Core Strategy; and
 - Inclusion of a Partial Update to Minerals and Waste Local Plan: Part 1 - Core Strategy; and
 - Delay to Minerals and Waste Local Plan: Part 2 - Site Allocations Document
5. This work will ensure that the Minerals and Waste Local Plan is in conformity with the NPPF and based on a sound evidence base.
6. The Core Strategy Review and the Partial Update to the Core Strategy will result in an eleven-month delay for the Minerals and Waste Local Plan: Part 2 - Site

Allocations Document compared to the January 2021 Minerals and Waste Development Scheme.

7. Cabinet is asked to consider and approve this revised programme and timetable.

Introduction

8. The Council must prepare, maintain and publish a Minerals and Waste Development Scheme (MWDS), setting out the Council's programme for preparing the Oxfordshire Minerals and Waste Local Plan.
9. The original Oxfordshire MWDS came into effect in May 2005. In line with Governments Plan Making Guidance¹ a Local Development Scheme is expected to be reviewed and updated at least annually, and it also needs updating more frequently if there are any significant changes in the timescales or the Plans being prepared. Eleven revisions of the MWDS have been produced since 2005, most recently in January 2021.

Previous Plan Preparation Timetable

10. The MWDS January 2021 was the most recent revision to the Minerals and Waste Development Scheme. It focused on preparation of the Minerals and Waste Local Plan: Part 2 – Site Allocations Document, which commenced in September 2017 and included a timetable for its preparation. This set a target for adoption by December 2023. Key stages in the January 2021 MWDS programme are set out in Table 1.

Consultation on Reg. 18 Issues & Options	August - October 2018
Consultation on Reg. 18 Draft Site Allocations Document (Preferred Options)	January - March 2020
Additional Consultation on Reg.18 Draft Site Allocations Document (Preferred Options)	August/Sept 2021
Draft Plan Consultation	March/April 2022
Submission of Plan for Examination	Nov 2022
Adopt Part 2 Plan – Site Allocations	November 2023

Table 1: Timetable for the Minerals and Waste Development Plan Documents (Jan 2021)

Need for a Revision to the Minerals and Waste Development Scheme

11. In light of recent monitoring and evidence gathering, and with the current timetable for the Site Allocations Document Examination in 2022 and the required Core Strategy review date of 2022, there is a high risk that all the work undertaken on the Site Allocations Document, so far, will be undermined by new evidence for the Core Strategy Review.

¹ [Plan Making Paragraph: 035 Reference ID: 61-035-20190723](#)

12. It is prudent to undertake a Core Strategy Review before the next stage of the Site Allocations Document.
13. This will ensure the Site Allocations Document is based on a sound evidence base and in conformity with the Core Strategy and the NPPF.
14. The initial Core Strategy Review concludes that the Core Strategy is performing well and meeting its targets, except in one policy area where a trigger within our Authority Monitoring Report has been reached and the Plan is no longer in conformity with the NPPF.
15. The policy trigger has been reached in relation to Policy M2 for our crushed rock provision. It is acknowledged that the current level of mineral provision supply over the Plan period will not provide a “steady and adequate supply of Mineral over the Plan Period” as our landbank is below the 10 years required by the NPPF.
16. Therefore, the initial Core Strategy Review has indicated that to ensure full compliance with the NPPF, a Partial Update of the Core Strategy will be necessary to address this issue.
17. The revised MWDS sets out that we will undertake consultation on our initial Review of our Core Strategy to provide our communities and interested parties the opportunity to comment on our findings. This will be accompanied by Scoping for our Partial Update of the Core Strategy to ensure we are including all the areas that need reviewing within the Update.
18. Following this consultation, all responses received will be considered and our final Review of the Core Strategy will be brought before Full Council for their decision.
19. The consultation responses will also provide information and evidence for the Partial Update of the Core Strategy once Full Council has made a decision on the Core Strategy Review.
20. This Partial Update to the Core Strategy will then inform the Site Allocations Document. Therefore, the additional Preferred Options for the Site Allocations Document is delayed allowing the Core Strategy Review to progress to Full Council decision.
21. The revised programme sets out the Core Strategy Review, the Partial Update to the Core Strategy and the Site Allocations Document. This is set out in Table 2.

Development Plan Document and Stage of Plan Preparation	Timescale	Description
Core Strategy Review Scoping for Partial Update of Core Strategy Regulation 18 (Preparation)	May 2021-Nov 2021	Review of Core Strategy Evidence gathering and document preparation.
Core Strategy Review Scoping for Partial Update of Core Strategy Regulation 18 (Consultation)	Nov 2021- Jan 2022	Consultation on Core Strategy Review and initial scoping for Partial Update of Core Strategy. Evidence gathering.
Core Strategy Review Scoping for Partial Update of Core Strategy Site Allocations Document Further Preparation	Jan – June 2022	Review all responses and update evidence base for all documents.
Core Strategy Review to Full Council Council Decision	April 2022	Oxfordshire County Council makes decision the Core Strategy Review
Partial Update of Core Strategy Site Allocations Document Further Consultation (Reg 18)	June- Aug 2022	Consultation on Partial Update to the Core Strategy and Site Allocations Document, and evidence.
Partial Update of Core Strategy Site Allocations Document Draft Plan Preparation	Aug 2022 - Feb 2023	Update evidence base for Partial Update to the Core Strategy revision and Site Allocations Document
Partial Update of Core Strategy Site Allocations Document Draft Plan Consultation (Reg 19)	Feb 2023 - April 2023	Consultation on Partial Update to the Core Strategy and Site Allocations Document to be submitted to Secretary of State.
Partial Update of Core Strategy Site Allocations Document Submission (Reg 22)	Autumn 2023	Submission of Partial Update to the Core Strategy and Site Allocations Document to Secretary of State.
Partial Update of Core Strategy Site Allocations Document Examination	March – April 2024	Planning Inspectorate reviews the Partial Update to the Core Strategy and Site Allocations Document.
Partial Update of Core Strategy Site Allocations Document Adoption	Nov 2024	Oxfordshire County Council adopts the Partial Update to the Core Strategy Minerals and Waste Local Plan: Part 2 Site Allocations Document.

Table 2 Proposed timetable for the Minerals and Waste Development Scheme (Oct 2021)

22. This revised programme for the Minerals and Waste Local Plan is considered to be realistic taking account of experience to date, the outstanding work required, and the evidence base needed for the additional consultation, publication, submission and examination stages of the process.
23. Approval of the revised MWDS October 2021 by the Cabinet is required before it can be brought into effect. The MWDS must then be published on the Council's website and sent to the Planning Inspectorate.

Corporate Policies and Priorities

24. The Minerals and Waste Development Scheme sets out the timetable for the delivery of the Minerals and Waste Local Plan.
25. This timetable will provide our communities the assurance that work on the Minerals and Waste Local Plan is progressing and that it is being prepared on a sound evidence base. It also sets out how the Site Allocations Document is being delivered and to what timetable along with setting out when communities can get involved in the Plan making process.
26. All of these supports the Councils commitment to Thriving Communities.

Financial Implications

27. The Minerals & Waste Local Plan is included within the work priorities of the Communities Directorate and is in part being progressed within the existing mainstream budget for the Council's minerals and waste policy function. The delay to the programme requires that the current budget for the preparation and adoption of the Part 2 (Sites Plan) needs to be kept in reserve or budgeted for in 2024 to meet the anticipated costs of independent public examination. The unanticipated additional consultancy costs in the preparation of the Core Strategy Review will be absorbed into the current budget, there are no other financial or staff implications arising from these changes

Comments checked by:

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Legal Implications

28. None have been specifically identified.

Comments checked by:

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Staff Implications

29. The Minerals & Waste Local Plan is included within the work priorities of the Communities Directorate. The programme for preparation of the Minerals and Waste Local Plan Documents takes into account the availability of staff and financial resources relative to the work expected to be required. The County Council considers the programme in this scheme to be realistic, subject to no significant unforeseen circumstances arising.
30. The plan will be prepared in-house by the Council's Minerals and Waste Policy Team of three officers (Minerals and Waste Local Plan Manager, Principal and Planning Policy Officer), under the direction of the Assistant Director Strategic Infrastructure and Planning and the Director for Planning & Place. The team will, as required, draw on: administrative and technical support from within the wider Service; specialist input, particularly on transport, landscape, ecology and archaeology, from elsewhere within the Council; and input on communications from within the Council.
31. Due to the resources required for the additional evidence gathering and to see the Plan through to adoption, external consultant support has been sought and appointed. Consultants will assist with the technical background work required to prepare the Site Allocations Document, including the Sustainability Appraisal, Site Assessments, HRA and SFRA.
32. Additional external consultants and temporary staff will be used where necessary, in particular if required to provide specialist input that is not available within the Council. This may include support on: Local Aggregate Assessment; Waste Needs Assessment; Aggregates Monitoring Report and facilitation of stakeholder meetings.

Equality & Inclusion Implications

33. None have been specifically identified.

Sustainability Implications

34. None have been specifically identified.

Risk Management

35. None have been specifically identified.

Consultations

36. No consultation is required in the preparation of the Minerals and Waste Development Scheme.

Bill Cotton, Corporate Director Environment and Place

Annex: Annex 1 Minerals and Waste Development Scheme
(Twelfth Edition) October 2021.

Background papers: None

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September 2021.

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Oxfordshire Minerals and Waste Local Plan

OXFORDSHIRE MINERALS AND WASTE LOCAL DEVELOPMENT SCHEME (Twelfth Revision) 2021

October 2021

Oxfordshire Minerals and Waste Local Plan

OXFORDSHIRE MINERALS AND WASTE LOCAL DEVELOPMENT SCHEME (Twelfth Revision) 2021

October 2021

Alternative Formats of this publication can be made available on request. These include other languages, large print, Braille, audio cassette, computer disk or e-mail

Available to at

<https://www.oxfordshire.gov.uk/cms/content/new-minerals-and-waste-local-plan>

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Executive Summary

- 1.1 This Minerals and Waste Development Scheme (MWDS) sets out all of the planning policy documents relating to minerals and waste matters that Oxfordshire County Council intends to prepare over the three-year period between October 2021 and the end of November 2024, and their production timetable.
- 1.2 It updates and replaces the previous Minerals and Waste Development Scheme (Eleventh Edition) January 2021.
- 1.3 Oxfordshire County Council are preparing the new Oxfordshire Minerals and Waste Local Plan to provide up-to-date minerals and waste planning policies and proposals for the period to 2031.
- 1.4 The Minerals and Waste Local Plan is in two parts:
 - Part 1 – Core Strategy
 - Part 2 – Site Allocations
- 1.5 It will replace the existing [Minerals and Waste Local Plan](#) which was adopted in 1996.
- 1.6 The Minerals and Waste Local Plan: Part 1 – Core Strategy was adopted on 12 September 2017 and needs to be reviewed by 2022.
- 1.7 After reviewing the findings of the Authority's Monitoring Report in 2018 and considering the requirements of the NPPF, alongside the current timetable having the adoption of the Site Allocations Document as after the Core Strategy Review, it is prudent to review the Core Strategy ahead of further work on the Minerals and Waste Local Plan Part 2: Site Allocations Document. This will ensure a sound evidence base for the Site Allocations Document and conformity with the Core Strategy and NPPF.
- 1.8 Following an initial review, in addition to preparing the Minerals and Waste Local Plan Part 2: Site Allocations Document, the County Council now also intends to review their adopted Core Strategy and undertake a Partial Update to the Core Strategy.
- 1.8 This Minerals and Waste Development Scheme sets out the documents to be produced, the reasons for these and the timetable for these Development Plan Documents production. A summary of the Timetable can be seen in Table 1.

Oxfordshire Minerals and Waste Local Plan

Schedule and Programme of Proposed Local (Minerals and Waste) Development Documents

Table 1 Minerals and Waste Local Plan preparation timetable

Stages in italics have already been completed.

Document Title, Status and Geographic Area	Summary of Subject Matter	Chain of Conformity	Commence Preparation	Engagement & Consultation	Proposed Submission	Submit to Secretary of State	Independent Examination	Adoption	Review Expected
Statement of Community Involvement Non - Development Plan Document Covers whole of Oxfordshire	To set out the Council's policy on community involvement in local (minerals and waste) development documents and planning applications	Must be in conformity with legislative requirements	<i>June 2019</i>	<i>July – October 2019</i> (Reg 18)	N/A	N/A	N/A	<i>Adopted May 2020</i>	May 2025
Minerals and Waste Local Plan: Part 1 – Core Strategy Development Plan Document Covers whole of Oxfordshire	To set out the Council's vision, objectives, spatial strategy and core policies for the supply of minerals and management of waste in Oxfordshire over the period to 2031	Must conform with legislative requirements and national planning policy	Review Commenced May 2021	Consultation on review Nov – Jan 2022	N/A	N/A	N/A	<i>Decision by Full Council on Review April 2022</i>	Dec 2024. Next review will be after the adoption of Site Allocations Document and Partial Update
Minerals and Waste Local Plan: Partial Update to the Core Strategy Development Plan Document Covers whole of Oxfordshire	To update those policies as necessary to ensure conformity with the NPPF.	Must conform with legislative requirements and national planning policy	May 2021	Scoping consultation Nov – Jan 2022 Further consultation June – Aug 2022 (Reg 18)	Feb 2023 – April 2023 (Reg 19)	Oct 2023 (Reg 22)	March – April 2024 (Reg 24)	November 2024 (Reg. 26)	Dec 2024 Following adoption along with the Core Strategy
Minerals and Waste Local Plan: Part 2 – Site Allocations Development Plan Document Covers whole of Oxfordshire	To make provision and allocate sites for minerals and waste development, in accordance with the Core Strategy; and provide the detailed policy framework for development management decisions	Must be in conformity with the Core Strategy	<i>Sept 2017</i>	<i>Issues and Options Aug – Oct 2018</i> <i>Preferred Options Jan - March 2020</i> Further consultation Jun – Aug 2022 (Reg 18)	Feb 2023 – April 2023 (Reg 19)	Oct 2023 (Reg 22)	March-April 2024 (Reg 24)	November 2024 (Reg. 26)	Dec 2024. Following adoption

Introduction

Purpose of the Oxfordshire Minerals and Waste Development Scheme

- 2.1 A Development Scheme is required under the Planning and Compulsory Purchase Act 2004 (as amended). This must set out (amongst other matters) the documents which, when prepared, will make up the Local Plan for the area. It must be made publicly available and kept up to date with progress on the preparation or review of the Local Plan.
- 2.2 Oxfordshire County Council are the Minerals and Waste Planning Authority, responsible for preparing the Oxfordshire Minerals and Waste Local Plan, and as such are therefore responsible for preparing the Minerals and Waste Development Scheme (MWDS).
- 2.3 The MWDS sets out:
- the local development documents that are to be prepared and which of these are to be development plan documents;
 - the subject matter to which each development plan documents is to relate;
 - the geographical area to which each development plan document is to relate;
 - and the timetable for the preparation and revision of the development plan documents;
 - It also includes information about minerals and waste planning policies for the county, and about the opportunities for people to be involved in the plan-making process.
- 2.4 In line with Governments Plan Making Guidance¹ a Local Development Scheme is expected to be reviewed and updated at least annually and may also need updating more frequently if there are any significant changes in the timescales or the Plans being prepared.
- 2.5 This revised Minerals and Waste Development Scheme (Twelfth Edition) October 2021 updates and replaces the January 2021 MWDS. This revised MWDS covers the period to December 2024.
- 2.6 The MWDS will be further reviewed to take account of progress on preparation of the Minerals and Waste Local Plan and monitoring as required and in accordance with Planning Legislation ²and Plan Making Guidance.

¹ [Plan Making Paragraph: 035 Reference ID: 61-035-20190723](#)

² Planning and Compulsory Purchase Act 2004, Localism Act 2011, the Neighbourhood Planning Act 2017, the revised National Planning Policy Framework (July 2021)

Minerals and Waste Local Plan

- 3.1 The Minerals and Waste Local Plan, together with the district local plans and the joint strategic spatial plan (Oxfordshire Plan 2050) prepared by Oxfordshire's District Councils will comprise the statutory development plan for Oxfordshire. The development plan is the basis on which planning decisions are made.
- 3.2 The first Oxfordshire Minerals and Waste Local Plan was adopted in 1996 and is out of date. A new plan is needed that is in line with current legislation and national planning policy and guides and meets the future minerals and waste development needs of Oxfordshire. The Oxfordshire Minerals and Waste Local Plan will provide up-to-date minerals and waste planning policies and proposals for the period to 2031 replacing the 1996 Minerals and Waste Local Plan.
- 3.3 The Council took the decision in December 2014 (Oxfordshire Minerals and Waste Development Scheme (Sixth Revision) 2014) to prepare the Minerals and Waste Local Plan in two parts: Core Strategy; and Site Allocations.
- 3.4 The new Minerals and Waste Local Plan will be in two parts
 - Part 1 – Core Strategy; and
 - Part 2 – Site Allocations.
- 3.5 Figure 1 sets out what constitutes the Minerals and Waste Local Plan and shows the relationship between the different Minerals and Waste Plan Documents and other supporting documents that are prepared.
- 3.6 The previous Minerals and Waste Development Scheme (Eleventh Edition) was approved in January 2021. Within this Eleventh Edition, the adoption of the Site Allocations Document timetabled the adoption of the Site Allocations Document (2023) after a review of the Core Strategy was due (2022).
- 3.7 In light of recent monitoring and evidence gathering, and to ensure the Site Allocations Document is based on a sound evidence base and in conformity with the Core Strategy, it is considered that a Core Strategy review and a Partial Update of the Core Strategy is necessary prior to the adoption of the Sites Allocations Document, and as such, it is also deemed sensible to carry out this work before the next round of consultation on the Site Allocations Document.
- 3.8 Therefore, this MWDS recognises this additional work and sets out the revised approach and the timetable for undertaking this work.

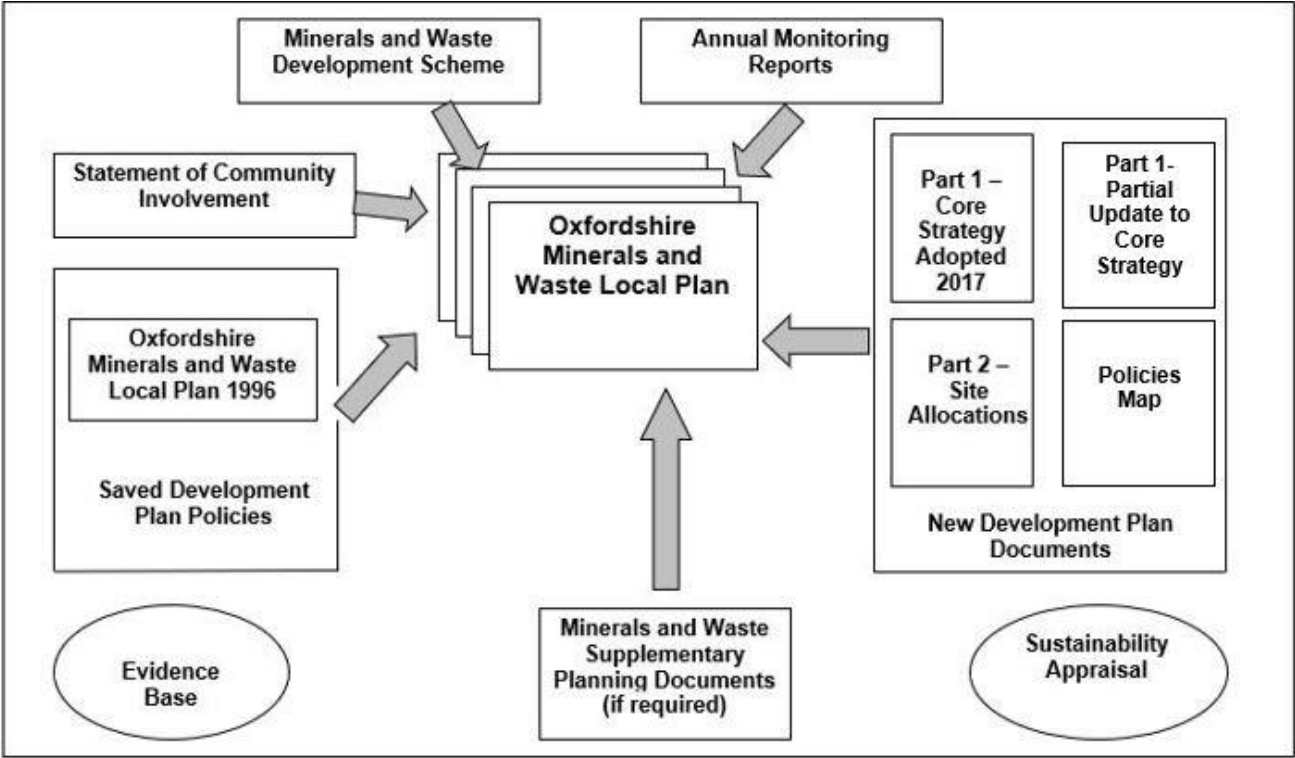


Figure 1 The Oxfordshire Minerals and Waste Local Plan

The Preparation of the Oxfordshire Minerals and Waste Local Plan

Development Plan Documents

Minerals and Waste Local Plan: Part 1 – Core Strategy

Title: Minerals and Waste Local Plan: Part 1 – Core Strategy

Status: Development Plan Document

Coverage: The whole of Oxfordshire

Adopted: 2017

Review: 2021

Purpose:

Set out the Council's vision, objectives, spatial strategy, core policies and implementation framework for the supply of minerals and management of waste in Oxfordshire over the period to the end of 2031. The spatial strategies for minerals and waste includes strategic locations for development, supported by criteria-based policies for the identification of specific sites and the consideration of planning applications for development. The spatial strategies are illustrated partly on a policies map (minerals) and partly on a key diagram (waste).

Why is a Partial Review of the Core Strategy required?

- 4.1 In light of recent monitoring and evidence gathering, and with the current timetable for the Site Allocations Document Examination in 2022 and the required Core Strategy review date of 2022, there is a high risk that all the work undertaken on the Site Allocations Document so far will be undermined by new evidence for the Core Strategy Review. It is prudent to undertake a Core Strategy Review before the next stage of the Site Allocations Document
- 4.2 This will ensure the Site Allocations Document is based on a sound evidence base and in conformity with the Core Strategy and the NPPF.
- 4.3 The initial Core Strategy Review has considered the performance of the 33 policies contained within the Core Strategy (10 Minerals, 11 Waste and 12 Common Core). It has explored the monitoring data and indicators for each policy against the monitoring targets and triggers. Where the information suggested there was an issue, this was investigated, and the initial Core Strategy Review concluded whether policies required an update or not.
- 4.4 The review and monitoring recognise that the Core Strategy is performing well and meeting its targets, except in one policy area where a trigger within our Authority Monitoring Report has been reached and the Plan is no longer in conformity with the NPPF.

- 4.5 A policy trigger has been reached in relation to Policy M2 and crushed rock provision. It is recognised that the current level of mineral provision supply over the Plan period will not provide a “steady and adequate supply of Mineral over the Plan Period” as our landbank is below the 10 years required by the NPPF.
- 4.6 Therefore, this Review has indicated that to ensure full compliance with the NPPF, a Partial Update of the Core Strategy is necessary to address this issue.
- 4.7 This revised MWDS sets out that we will undertake consultation on our initial Review of our Core Strategy to provide our communities and interested parties the opportunity to comment on our findings. This will be accompanied by Scoping for our Partial Update of the Core Strategy to ensure we are including all the areas that need reviewing within the Update.
- 4.8 Following this consultation, all responses received will be considered and our final Review of the Core Strategy will be brought before Full Council for their decision.
- 4.9 The consultation responses will also provide information and evidence for the Partial Update of the Core Strategy, once Full Council has made a decision on the Core Strategy Review.
- 4.10 The Partial Update of the Core Strategy will also inform the Site Allocations Document, therefore the additional Preferred Options for the Site Allocations Document is delayed allowing this Partial Update to progress. They will then be prepared in tandem through to adoption.
- 4.11 This MWDS (Twelfth Edition) reflects this Core Strategy Review and includes the Partial Update to the Core Strategy.

Timetable for the Minerals and Waste Local Plan: Part 1 Core Strategy Review and Partial Update of the Core Strategy

Stage of Plan Preparation	Timescale	Description
Regulation 18 (Preparation)	May 2021 – Nov 2021	Review of Core Strategy Evidence gathering and document preparation.
Consultation (Reg 18)	Nov 2021- Jan 2022	Consultation on Core Strategy Review and initial scoping for Partial Update of Core Strategy. Evidence gathering.
Further Preparation	Jan – June 2022	Review all responses and update evidence base.
Core Strategy Review to Full Council Council Decision	April 2022	Oxfordshire County Council makes decision the Core Strategy Review
Further Consultation (Reg 18)	June- Aug 2022	Consultation on Partial Update to the Core Strategy and evidence.
Draft Plan Preparation	Aug 2022 - Feb 2023	Update evidence base and Partial Update to the Core Strategy revision.
Draft Plan Consultation (Reg 19)	Feb 2023 - April 2023	Consultation on Partial Update to the Core Strategy to be submitted to Secretary of State.
Submission (Reg 22)	Autumn 2023	Submission of Partial Update to the Core Strategy to Secretary of State.
Examination	Spring 2024	Planning Inspectorate reviews the Partial Update to the Core Strategy
Adoption	Winter 2024	Oxfordshire County Council adopts the Partial Update to the Core Strategy.

Minerals and Waste Local Plan: Part 2 – Site Allocations

Title: Minerals and Waste Local Plan: Part 2 Site Allocations Document

Status: Development Plan Document

Coverage: The whole of Oxfordshire

Adopted: In preparation

Purpose:

It will make provision and identify sites for minerals and waste management development in Oxfordshire over the period to the end of 2031, in accordance with the spatial strategy and criteria based policies in the Core Strategy; and provide the detailed policy framework for minerals and/or waste management development management decisions. In particular, it will allocate the sites required to provide the additional capacity for minerals supply and waste management as set out in the Core Strategy.

- 4.10 The Preparation of the Minerals and Waste Local Plan: Part 2 – Site Allocations Document commenced in September 2017, following adoption of the Core Strategy.
- 4.11 A draft Site Assessment Methodology (including a renewed call for site nominations) and draft Sustainability Appraisal Scoping Report (including the requirements for Strategic Environmental Assessment) were prepared and a consultation was carried out on these in January/February 2018. The comments received were considered and revised versions of these two documents were published in August 2018 alongside an Issues and Options consultation document.
- 4.12 All the comments received to the Issues and Options Consultation were considered and further evidence was gathered. This included a preliminary Sustainability Appraisal/Strategic Environmental Assessment, Site Assessments, Habitats Regulations Assessment (HRA) and Strategic Flood Risk Assessment.
- 4.13 In January to March 2020, a Preferred Options consultation took place, identifying a number of Mineral and Waste Sites to meet the mineral needs and waste requirements as set out in the Core Strategy.
- 4.14 After reviewing the responses received, it highlighted a number of areas that require further evidence gathering to ensure a sound plan. Further evidence required related to:
- Site Deliverability
 - Site Assessment process
 - Sustainability Appraisal
 - Habitats Regulation Assessment
 - Strategic Flood Risk Assessments

- 4.15 An additional Regulation 18 consultation was therefore identified as necessary to ensure sound evidence base at Examination.
- 4.16 In light of the Core Strategy review and the Partial Update of the Plan requirements, to ensure a sound evidence base, and for the Site Allocations Document to be in conformity with the Core Strategy, there now needs to be a slight delay to the next Preferred Options consultation, to ensure the most up to date information and evidence and ensure a sound Plan.

Timetable for the Minerals and Waste Local Plan: Part 2 Site Allocations Document

Stage of Plan Preparation	Timescale	Description
Regulation 18 (Preparation)	Sept 2017 – Feb 2018	Call for Sites Review of Evidence gathering and document preparation Call for Sites Consultation on Draft Methodology and SA Scoping
Regulation 18 (Consultation)	Aug 2018 – Oct 2018	Call for Sites Consultation on Issues and Options, Draft Methodology and Initial SA
Further Preparation	Aug 2018 – Jan 2020	Review responses and update evidence base and prepare Draft Site Allocations Document
Further Consultation (Reg 18)	Jan – March 2020	Consultation Draft Site Allocations Document Preferred Options and supporting evidence
Further Preparation	March 2020 – June 2022	Review responses and update evidence base. All previous preferred site options returned to reasonable alternatives.
Further Consultation (Reg 18)	June 2022- Aug 2022	Additional consultation on Draft Site Allocations Document Preferred Options and supporting evidence
Draft Plan Preparation	Aug 2022 – Feb 2023	Update evidence base and any Plan revision
Draft Plan Consultation (Reg 19)	Feb 2023 - April 2023	Consultation on Draft Plan to be submitted to Secretary of State
Submission (Reg 22)	Autumn 2023	Submission of Plan to Secretary of State
Examination	Spring 2024	Planning Inspectorate reviews the Plan
Adoption	Winter 2024	Oxfordshire County Council adopts the Plan

Policies Map

Title: Minerals and Waste Local Plan: Policies Map

Status: Development Plan Document

Coverage: The whole of Oxfordshire

Integral Part of Development Plan Documents

The Policies Map will be amended and up-dated as required whenever new development plan documents with spatial policies are adopted

Purpose:

Map showing graphic expression on an Ordnance Survey base of locationally specific policies and proposals in adopted development plan documents, in particular in the Minerals and Waste Local Plan: Part 1 – Core Strategy and Part 2 – Site Allocations, and any relevant saved policies and proposals for minerals and waste. It will include spatial representation of policies and proposals for minerals and waste management development and of any other relevant policies such as environmental designations, constraints and safeguarded areas and sites.

Other Local Plan Documents

Minerals and Waste Statement of Community Involvement

Title: Minerals and Waste Statement of Community Involvement

Status: Not a Development Plan Document

Coverage: The whole of Oxfordshire

Adopted: 2020

Review: 2025 *(or earlier if local issues, further legislative changes or additional guidance is issued)*

Purpose:

Sets out the Council's policy and approach for involving communities and stakeholders in the preparation, review and alteration of local (minerals and waste) development documents; and in planning applications that the County Council determines

Supplementary Planning Documents

- 4.17 Supplementary planning documents may be prepared as part of a plan, where they can help applicants make successful planning applications or aid infrastructure delivery. They are not development plan documents.

- 4.18 Currently there are no plans to produce any Supplementary Planning Documents as we concentrate on the Core Strategy Review and Site Allocations Document. We recognise that there may be a possible future need for them and any other Minerals and Waste documents will be kept under review.

Authority Monitoring Reports

- 4.19 The County Council produces an Oxfordshire Minerals and Waste Authority Monitoring Reports (AMR) and when approved they are published on the County Council website. The AMR sets out the implementation of the Minerals and Waste Development Scheme and the extent to which development plan policies are being achieved. They must cover a period of no more than 12 months and be publicly available. In accordance with Part 8 of the 'Town and Country Planning (Local Planning) (England) Regulations 2012' the County Council must make available any information collected as soon as possible after the information becomes available. The most recent report covers the period 1 January 2018 to 31 December 2018
- 4.20 The County Council monitors the effectiveness of policies and proposals in achieving the vision, spatial strategy and objectives of the Minerals and Waste Local Plan; and assesses:
- whether objectives and targets in the Plan are being met or are on track to be met and, if not, the reasons why;
 - what impact the policies of the Plan are having on other targets, at national, sub-national or local level;
 - whether any policies need to be replaced or amended to meet sustainable development objectives;
 - what action should be taken if any policies need to be replaced or amended.
- 4.21 The AMRs do not form part of the Oxfordshire Minerals and Waste Local Plan, but they are essential for monitoring the preparation and implementation of the plan and for indicating when and how review and revision needs to be carried out. The Council uses the findings of monitoring to consider what, if any, changes need to be made to the Oxfordshire Minerals and Waste Local Plan, when such changes need to be brought forward, and whether any other documents need to be prepared. Any changes will be published in future Minerals and Waste Development Schemes.

Evidence Base

- 4.22 The Minerals and Waste Local Plan requires a robust evidence base for the Plan, particularly in relation to minerals supply and demand in Oxfordshire and of waste management needs and capacity. As well as being identified in the Authority Monitoring Report this is also undertaken through Local Aggregate Assessments and periodic review of the Waste Needs

Assessment. These are part of the evidence base and are not development plan documents.

Local Aggregates Assessment

- 4.23 The council is required to produce a Local Aggregate Assessment (LAA) and to update it annually. This includes forecasts of the demand for aggregates, an analysis of all aggregate supply options and the rate of future provision for land-won primary aggregates in Oxfordshire.

Plan Appraisal and Assessment

- 4.24 The policies and proposals in the Minerals and Waste Local Plan will also be assessed for their contribution to the aims of sustainable development. Sustainability Appraisal of plans is required under the Planning and Compulsory Purchase Act 2004 and strategic environmental assessment of plans is required under the European Directive on Strategic Environmental Assessment. The County Council is combining these in a single appraisal and assessment process, which is being carried out as an integral part of plan preparation.
- 4.25 A sustainability appraisal report was produced for the Minerals and Waste Local Plan: Part 1 – Core Strategy 2017. A further Sustainability Appraisal will be prepared for the Partial Update to the Core Strategy and for Part 2 – Site Allocations.
- 4.26 Minerals and waste development documents must also be subject to Habitats Regulations Assessment, under the European Habitats Directive, to assess the likely effects of plans, either alone or in combination with other plans and projects, on sites which have been designated as being of European importance for the habitat or species they support.
- 4.27 A Habitats Regulations Assessment of the Minerals and Waste Local Plan: Part 1 – Core Strategy was undertaken and will be prepared for the Partial Update to the Core Strategy and will be for the Part 2 – Site Allocations Document as required
- 4.28 There are also a number of other evidence documents that will be produced to ensure a sound evidence base. These include Waste Needs Assessment, Strategic Flood Risk Assessments (SFRA), Site Assessments etc. They will be produced as and when required
- 4.29 Our evidence will be made available on our website.

Relationship of Minerals and Waste Local Plan to other Policies, Plans, Strategies and other Authorities

- 5.1 The Minerals and Waste Local Plan will be prepared to have regard to and be consistent with national policy. The Government's National Planning Policy Framework (NPPF) was published and came into effect in March 2012, with the latest revisions to the NPPF published in July 2021.
- 5.2 The Minerals and Waste Local Plan will also need to consider the National Planning Policy for Waste October 2014 and the Waste Management Plan 2021. It will also have regard to the national Planning Practice Guidance³ and any other National Policy as prepared.
- 5.3 The Minerals and Waste Local Plan will be also prepared to have regard and consider other local policy, including the following (but is not exhaustive):
- Oxfordshire Joint Municipal Waste Management Strategy⁴
 - Oxfordshire Energy Strategy⁵
 - Climate Action Framework⁶
 - Oxfordshire Local Transport Plan⁷
 - Oxfordshire Infrastructure Strategy⁸
 - Strategic Economic Plan for Oxfordshire⁹
 - Oxfordshire Local Industrial Strategy¹⁰
 - Oxfordshire Plan 2050¹¹

Duty to Cooperate

- 5.4 In preparing the updated Minerals and Waste Site Allocations Document and the Partial Review, we will also ensure we fulfil our Duty to Cooperate with:
- Districts Councils
 - Surrounding Minerals & Waste Planning Authorities;
 - Statutory consultees (e.g Natural England, Historic England and the Environment Agency etc)
 - Those organisations and communities that have a minerals or waste interest or that may be impacted by the proposals.
- 5.6 A report showing how the requirements to fulfil the duty to cooperate have been met will be prepared as part of the evidence base.
- 5.7 Where relevant, Statements of Common Ground will be prepared to address strategic cross-boundary issues.

³ [Plan-making - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/plan-making)

⁴ <https://www.oxfordshire.gov.uk/sites/default/files/file/waste-and-recycling/OxfordshiresResourcesandWasteStrategy.pdf>

⁵ [Oxfordshire Energy Strategy.pdf \(oxfordshirelep.com\)](https://www.oxfordshire.gov.uk/sites/default/files/file/oxfordshire-energy-strategy.pdf)

⁶ [2020 Climate Action Framework \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/sites/default/files/file/2020-climate-action-framework.pdf)

⁷ [connecting oxfordshire](https://www.connectingoxfordshire.org/)

⁸ [oxis_stage2.pdf \(oxfordshiregrowthboard.org\).](https://www.oxis-stage2.pdf)

⁹ [Our Strategic Economic Plan \(SEP\) | OxLEP \(oxfordshirelep.com\)](https://www.oxfordshirelep.com/sites/default/files/file/Our%20Strategic%20Economic%20Plan%20(SEP)%20OxLEP.pdf)

¹⁰ [Oxfordshire Local Industrial Strategy 0.pdf \(oxfordshirelep.com\)](https://www.oxfordshirelep.com/sites/default/files/file/Oxfordshire%20Local%20Industrial%20Strategy%200.pdf)

¹¹ [Oxfordshire Plan 2050 - Planning together for a better Oxfordshire](https://www.oxfordshire.gov.uk/sites/default/files/file/Oxfordshire%20Plan%202050.pdf)

Council Resources and Procedures

Resources

- 6.1 The programme for preparation of the Minerals and Waste Local Plan: Part 2 – Site Allocations and Partial Update of the Core Strategy takes into account the availability of staff and financial resources relative to the work expected to be required. Whilst there are uncertainties with the plan preparation process, the County Council considers the programme in this scheme to be realistic, subject to no significant unforeseen circumstances arising.
- 6.2 The Plan will be prepared in-house by the Council's Minerals and Waste Policy Team of three officers (Minerals and Waste Local Plan Manager, Principal and Planning Policy Officer), under the direction of the Assistant Director Strategic Infrastructure and Planning and the Corporate Director for Environment & Place. The team will, as required, draw on: administrative and technical support from within the wider Service; specialist input, particularly on transport, landscape, ecology and archaeology, from elsewhere within the Council; and input on communications from within the Council.
- 6.3 Due to the resources required for the additional evidence gathering and to see the Plan through to adoption, long term external consultant support has been sought and appointed. They will assist with the technical background work required to prepare the Site Allocations Document, including the Sustainability Appraisal, Site Assessments, HRA and SFRA.
- 6.4 Additional external consultants and temporary staff will be used where necessary, in particular if required to provide specialist input that is not available within the Council. This may include support on: Local Aggregate Assessment; Waste Needs Assessment; Aggregates Monitoring Report and facilitation of stakeholder meetings.

Council Procedures and Reporting Protocols

- 6.5 The Council has set up a Minerals and Waste Cabinet Advisory Group comprising County Council members, chaired by the Cabinet Member for Climate Change Delivery and Environment (who has responsibility for the Minerals and Waste Local Plan), supported by key officers. This Group will enable elected members to be engaged in and provide guidance to officers on preparation of the Plan, prior to formal decision making by Cabinet and full County Council.
- 6.6 Decisions at key stages in the preparation of the Minerals and Waste Local Plan will be made by the Cabinet Member for Climate Change Delivery and Environment Cabinet or full County Council, according to the requirements of legislation and Council procedure. The proposed submission document, submission and adoption stages of Plan documents will require full County Council resolution.

Potential Risks to the Programme

- 6.7 The Plan preparation process has a number of risk elements, including:
- Staff Resources;
 - Funding;
 - Performance of supporting consultants;
 - The democratic decision-making process;
 - Capacity of other organisations to input to documents;
 - Capacity of the Planning Inspectorate and speed of the Examination;
 - Changes in legislation or national policy;
 - ‘Soundness’ of Plan documents;
 - Legal challenge to Plan preparation process.
- 6.8 The County Council has procedures in place to mitigate these risks.

Existing (Saved) Minerals and Waste Planning

- 7.1 The policies in the Oxfordshire Minerals and Waste Local Plan, adopted in 1996, were automatically 'saved' for three years from 28 September 2004, ie until 27 September 2007. In September 2007 the Secretary of State issued a Direction listing 46 policies of the Minerals and Waste Local Plan which were saved beyond that date. Policies not listed in the Direction expired on 27 September 2007. 30 of the saved policies have now been replaced by policies in the adopted Minerals and Waste Local Plan: Part 1 – Core Strategy. The remaining 16 saved policies are listed in Table 2. These will continue in force until replaced by new policies in the Minerals and Waste Local Plan: Part 2 – Site Allocations, when this Plan is adopted. Until then they will form part of the development plan for Oxfordshire.
- 7.2 A schedule of all saved minerals and waste policies in the Minerals and Waste Local Plan 1996 stating when they were or are proposed to be replaced, and by which new development plan document, is set out in Annex 1.

Plan	Policy	Period Saved
Oxfordshire Minerals and Waste Local Plan	SC3 – Sutton Courtenay: traffic routeing	All saved from 27.09.08 until replaced by new policies in development plan documents when adopted.
	SW1 – Sutton Wick: area for working	
	SW2 – Sutton Wick: access restriction	
	SW3 – Sutton Wick: access requirement	
	SW4 – Sutton Wick: rate of production	
	SW5 – Sutton Wick: after-uses	
	SH1 – Stanton Harcourt: areas for working	
	SH2 – Stanton Harcourt: Sutton bypass	
	SH3 – Stanton Harcourt: traffic routeing	
	SH4 – Stanton Harcourt: traffic routeing requirements	
	SH5 – Stanton Harcourt: after-uses	
	SH6 – Stanton Harcourt: after-use management	
	CY1 – Cassington – Yarnton: area for working	
	CY2 – Cassington – Yarnton: conveyors and haul routes	
	CY3 – Cassington – Yarnton: after-uses	
	CY4 – Cassington – Yarnton: pedestrian and cycle routes	

Table 2: Saved Policies that form part of the Oxfordshire Minerals and Waste Local Plan

Annex 1

Schedule of Saved Minerals and Waste Policies and their proposed replacement

Oxfordshire Minerals and Waste Local Plan

Policy No.	Subject of Policy	To be replaced / deleted	When	Replaced in which DPD
SD1	Sand and gravel landbanks	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SD2	Small sand and gravel extensions	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SD3	Limestone and chalk quarries	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SD4	Ironstone extraction	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SD5	Clay extraction	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SD7	Rail head sites	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SD9	Rail head safeguarding	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SD10	Mineral safeguarding	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SD11	Prior extraction	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
W2	Waste from elsewhere	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
W3	Recycling proposals	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
W4	Recycling in the countryside	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
W5	Screening waste plant etc	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
W6	Langford Lane site	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
W7	Landfill	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE2	Mineral working outside identified areas	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE3	Buffer zones	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE4	Groundwater	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE5	River Thames etc	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE7	Floodplain	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE8	Archaeological assessment	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE9	Archaeological remains	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE10	Woodland and forestry	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE11	Rights of way	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE12	Public access	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy

PE13	Restoration and after-use	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE14	Nature conservation	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PE18	Determining applications	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PB1	Processing plant etc	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
PB2	Removal of plant etc	Replaced	Replaced September 2017	Minerals and Waste Local Plan: Part 1 – Core Strategy
SC3	Sutton Courtenay: traffic routeing	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SW1	Sutton Wick: area for working	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SW2	Sutton Wick: access restriction	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SW3	Sutton Wick: access requirement	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SW4	Sutton Wick: rate of production	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SW5	Sutton Wick: after-uses	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SH1	Stanton Harcourt: areas for working	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SH2	Stanton Harcourt: Sutton bypass	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SH3	Stanton Harcourt: traffic routeing	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SH4	Stanton Harcourt: traffic routeing requirements	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SH5	Stanton Harcourt: after-uses	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
SH6	Stanton Harcourt: after-use management	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
CY1	Cassington – Yarnton: area for working	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
CY2	Cassington – Yarnton: conveyors and haul routes	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
CY3	Cassington – Yarnton: after-uses	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations
CY4	Cassington – Yarnton: pedestrian and cycle routes	To be replaced	<i>November 2024</i>	Minerals and Waste Local Plan: Part 2 – Site Allocations

Division(s): N/A

COUNTY COUNCIL – 19 OCTOBER 2021

DELEGATED POWERS – QUARTERLY REPORT

Report by the Director of Law & Governance

RECOMMENDATION

1. Cabinet is **RECOMMENDED** to note the executive decisions taken under delegated powers, set out in paragraph 4.

Executive Summary

2. Under the Scheme of Delegation in the Council's Constitution (Part 7.1, paragraph 6.3 (c)(i)), the Chief Executive is authorised to undertake an executive function on behalf of the Cabinet. Cabinet receives a quarterly report on the use of this delegated power in relation to such executive decisions; that is, decisions that might otherwise have been taken by Cabinet.
3. This report refers to executive decisions taken during the period July to September 2021 inclusive.

Executive decisions – July to September 2021

4. The following executive decisions were taken during this period:

Date	Subject	Decision	Reason
18 July 2021	Three year service contract offer to the Oxfordshire Social Care Partnership	Approved an exemption from the tendering requirements under the Council's Contract Procedure Rules in respect of the award of three year service contract to the Oxfordshire Social Care Partnership	To enable the development of shared strategic priorities to support the Council's care market to deliver positive outcomes. This is a specialised and localised function for which local or national markets do not exist. Provides greater stability, building on existing networks and specialised skills
10 September 2021	Award of a contract to the National Energy Foundation (NEF) for the delivery of a Healthy Housing Support Service	Approved and exemption from the tendering requirements of the Council's Contract Procedure Rules for the Healthy Housing Service contract, providing	Project needs to be fully operational for Autumn 2021. The pilot project is an extension of the Better Homes, Better Health service which

Date	Subject	Decision	Reason
	addressing housing related health inequalities	community support to residents to increase uptake of advice on home environment	was delivered by the same supplier. It capitalises on the same pathways and relationships. The provider is the only one operating in Oxfordshire with the client base that matches that of the proposed pilot project, with an Oxfordshire footprint

Legal Implications

5. There are no legal implications arising from this report. It is a requirement of the Council's Constitution (Part 7.1, paragraph 6.3(c)(i) that Cabinet receive a quarterly report on the use by the Chief Executive of executive functions. Each of the decisions reported were undertaken in the context of a legal appraisal.

Financial Implications

6. There are no financial implications arising from the recommendations in this report. It is a procedural item reporting on decisions previously taken. Each of the decisions reported were undertaken in consultation with the Director of Finance.

ANITA BRADLEY

Director of Law & Governance

Background Papers: Nil

Contact Officers: Glenn Watson, Principal Governance Officer: 07776 997946

Division(s): N/A

CABINET – 19 OCTOBER 2021

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Topic/Decision

Portfolio/Ref

Cabinet, 16 November 2021

<ul style="list-style-type: none"> ▪ Consultation and Engagement Strategy To seek approval of the overall consultation and engagement approach and proposals within the Cabinet paper submitted. 	Cabinet, 2021/165 - Cabinet Member for Corporate Services
<ul style="list-style-type: none"> ▪ Local Aggregates Assessment To seek approval of the Local Aggregates Assessment. 	Cabinet, 2021/155 - Cabinet Member for Climate Change Delivery & Environment
<ul style="list-style-type: none"> ▪ Highways Asset Management Strategy & Policy To seek approval of the councils updated approach to Highway Maintenance as set out in the revised Highway Maintenance Strategy and Highway Asset Management Plan (HAMP) and to seek endorsement of the associated proposed future investment programme for Highway Maintenance. 	Cabinet, 2021/132 - Cabinet Member for Highway Management
<ul style="list-style-type: none"> ▪ A40 HIF2 Smart Corridor - Compulsory Purchase and Side Road Orders To seek approval of the Statement and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders. 	Cabinet, 2021/131 - Cabinet Member for Highway Management
<ul style="list-style-type: none"> ▪ A4095/B4100 Banbury Road Roundabout - Preferred Options and In Principle Use of Statutory Powers To seek approval on preferred design option and start of CPO process. ▪ 	Cabinet, 2021/108 - Cabinet Member for Travel & Development Strategy

Topic/Decision	Portfolio/Ref
<p>▪ Banbury Regeneration - Tramway Road Improvements</p> <p>To seek approval on preferred design option and start of CPO process.</p>	<p>Cabinet, 2021/107 - Cabinet Member for Travel & Development Strategy</p>
<p>▪ Workforce Report and Staffing Data - Quarter 2 - July-September 2021</p> <p>Quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report.</p>	<p>Cabinet, 2021/104 - Cabinet Member for Corporate Services</p>
<p>▪ Climate Action Programme Update and Annual Greenhouse Gas Report 2020/21</p> <p>To note the update.</p>	<p>Cabinet, 2021/081 - Cabinet Member for Climate Change Delivery & Environment</p>
<p>▪ Sustainable Warmth Fund (SWF)</p> <p>Oxfordshire has applied to central government for a grant of £3.37M from the Sustainable Warmth Fund. This money will provide energy-saving home retrofit measures for those most in need and unable to pay.</p> <p>To seek approval for delegation to officers of the legal and financial administration of the award.</p>	<p>Cabinet, 2021/166 - Cabinet Member for Climate Change Delivery & Environment</p>
<p>▪ Business Management & Monitoring Report - September 2021</p> <p>To note and seek agreement of the report.</p>	<p>Cabinet, 2021/103 - Cabinet Member for Finance</p>
<p>▪ Treasury Management Mid-Term Review</p> <p>To provide a mid-term review of Treasury Management Activity in 2021/22 in accordance with the CIPFA code of practice.</p>	<p>Cabinet, 2021/102 - Cabinet Member for Finance</p>

Cabinet Member for Highway Management, 18 November 2021

<ul style="list-style-type: none"> ▪ Oxford: Pay and Display Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/150
<ul style="list-style-type: none"> ▪ Long Wittenham: Didcot Road - Proposed Amendment to Traffic Calming Build Out To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/043
<ul style="list-style-type: none"> ▪ Long Wittenham: Village - Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/151
<ul style="list-style-type: none"> ▪ Oxford/Gosford: A44 Adjacent to Oxford Northern Gateway Site - Proposed 30mph Speed Limit and Weight Restriction on Side Road To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/153
<ul style="list-style-type: none"> ▪ Oxford: Various Locations - New and Amended Pedal Cycle Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/152
<ul style="list-style-type: none"> ▪ Wallingford: Town Centre and Residential Roads to North - Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/148
<ul style="list-style-type: none"> ▪ Kidmore End and Mapledurham at Tokers Green - Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/147
<ul style="list-style-type: none"> ▪ Witney: Avenue 2 - Proposed Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/146
<ul style="list-style-type: none"> ▪ Banbury: Wildmere Road - Proposed Conversion and Improvement of Footway to Shared Use Cycle Track To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/145

Topic/Decision

Portfolio/Ref

<ul style="list-style-type: none"> ▪ Banbury and Bodicote: White Post Road and Sycamore Drive - Proposed Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/144
<ul style="list-style-type: none"> ▪ Stonesfield Village - Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/143
<ul style="list-style-type: none"> ▪ Gosford and Water Eaton - Water Eaton Lane - Proposed Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/088
<ul style="list-style-type: none"> ▪ Didcot: B4493 Foxhall Road - Proposed Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/125
<ul style="list-style-type: none"> ▪ Didcot: B4016 Ladygrove Road - Proposed 40mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/094
<ul style="list-style-type: none"> ▪ Shrivenham: Townsend Road - Proposed Traffic Calming Measures To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/037
<ul style="list-style-type: none"> ▪ Harwell: Grove Road - Traffic Calming To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/113
<ul style="list-style-type: none"> ▪ Carterton: Shilton Park - Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/167
<ul style="list-style-type: none"> ▪ Oxford: Land Off Armstrong Road - 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/168

Topic/Decision

Portfolio/Ref

<ul style="list-style-type: none"> ▪ Ewelme Village: Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/169
<ul style="list-style-type: none"> ▪ Oxford: Car Club Vehicle Permits within CPZs To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/170
<ul style="list-style-type: none"> ▪ Bicester: Perimeter Road - Proposed New 40mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/171
<ul style="list-style-type: none"> ▪ Charlbury: Hixet Wood - Proposed Waiting Restriction To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/172
<ul style="list-style-type: none"> ▪ Chinnor: B4009 and B4445 - Proposed Traffic Calming Build Out To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/173

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