Public Document Pack

OXFORDSHIRE COUNTY COUNCIL

To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 20 July 2021 at 2.00 pm

Bodicote House, Banbury, OX15 4AA

Please note that Council meetings are currently taking place in-person (not virtually) with social distancing 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.

Places at the meetings are very limited due to the requirements of social distancing. 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.

Yvonne Rees
Chief Executive

July 2021

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

Membership

Councillors

Liz Leffman	Leader of the Council
Liz Brighouse 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 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: 21 September 2021

recycled paper

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.

recycled paper

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 22 June 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 14 July 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.*

recycled paper

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. A Fair Deal for Oxfordshire - Shaping Our Immediate and Longer-Term Priorities (Pages 19 - 24)

Cabinet Member: Leader
Forward Plan Ref: 2021/118
Contact: Claire Taylor, Corporate Director Customer, Organisation Development & Resources Tel: 07919 367072

Report by Chief Executive (**CA6**).

*** Annex 1 is to follow ***

Following the Oxfordshire County Council elections on 6 May 2021, a new administration was formed: the Oxfordshire Fair Deal Alliance.

This report sets out the policy objectives and areas of priority for the new administration. In line with the administration's ambition to listen to our communities and to be open, transparent and ensure the organisation is more accessible to all, a clear one-page document has been developed.

Cabinet is recommended to:

a) Approve the approach to the development of a new strategic plan for the period commencing 2022/23, including a programme of public consultation 'Oxfordshire Conversations' and stakeholder engagement to take place in the autumn.

b) Endorse the priorities of the Oxfordshire Fair Deal Alliance as set out in paragraph 6 (and the attached annex) to form the basis of these conversations and a new strategic plan.

7. Business Management & Monitoring Report - May 2021 (Pages 25 - 140)

Cabinet Member: Cabinet Member for Finance
Forward Plan Ref: 2021/022
Contact: Louise Tustian, Head of Insight & Corporate Programmes Tel: 07741 607452/Hannah Doney, Head of Corporate Finance Tel: 07584 174654

Report by Corporate Director Customers & Organisational Development and Director of Finance.

This report sets out Oxfordshire County Council's (OCC's) progress towards Corporate

Plan priorities for 2020/21 – April and May 2021.

Cabinet is RECOMMENDED:

a) To note April and May 2021 business management and monitoring report.

b) To approve the virement set out in Annex C- 2b and note virements set out in Annex C-2c;

c) To approve the bad debt write off set out in paragraph 44 of Annex C

8. Capital Programme Monitoring Report - May 2021 (Pages 141 - 160)

Cabinet Member: Finance
Forward Plan Ref: 2021/020
Contact: Hannah Doney, Head of Corporate Finance Tel: 07584 174654

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

The report is the first capital programme update and monitoring report for the 2021/22 financial year and focuses on the delivery of the capital programme based on projections at the end of May 2021 and new inclusions within the overall ten-year capital programme.

The Cabinet is RECOMMENDED to:

a) agree the inclusion in the Capital Programme of the following grants funded schemes:
- **i. £1.5m Green Homes Grant programme (Paragraph 27);**
- **ii. £2.1m Public Sector De-Carbonisation Grant programme (Paragraph 28),**

b) agree the inclusion in the Capital Programme of the following schemes:
- **i. the New St Edburg's expansion to 3 Form Entry Primary School with a budget of £10.3m funded from s106 contributions (Paragraph 42);**
- **ii. the A420 Coxwell Road Junction scheme with a budget of £1.80m funded from s106 contributions (Paragraph 44),**

c) agree the increase in the budget for the following schemes:
- **i. £2.2m for the Benson Relief Road scheme funded from Housing & Growth Deal grant and s106 contributions (Paragraph 46);**
- **ii. £0.5m for the Carterton Community Safety Centre funded from s106 contributions (Paragraph 29),**

d) note the risk that forward funding of up to £7.0m may be required on the A40 Access to Witney scheme (Paragraph 48) ahead of receipt of s106 contributions,

e) approve the updated Capital Programme at Annex 2 (taking into account recommendations 1-4)

9. SEND Top-Up Funding for Schools (Pages 161 - 166)

Cabinet Member: Deputy Leader
Forward Plan Ref: 2021/112
Contact: Hayley Good, Deputy Director of Education Tel: 07551 680562

Report by Corporate Director for Children's Services (**CA9**).

To seek agreement of the SEND top-up funding arrangements for academic year beginning September 2021.

The Cabinet is RECOMMENDED to

a) Agree an increase in Top-Up funding for Early Years settings, mainstream Primary, mainstream Secondary and Special Schools. The increase will only be available in the year 2021-2022.

b) Note that for Secondary Schools, the increased top-up is applicable where the formulaic approach is insufficient for schools to meet the needs of the child. This decision would not reduce the amount of Top-Up funding a Secondary school currently receives.

c) Note that system reform is required for SEND in Oxfordshire. A public consultation on this is planned for later in 2021. The interim arrangements above for Top-Up funding are a holding position while the detailed work in this complex area are worked through.

10. Draft Oxfordshire Plan 2050 Reg 18 (Stage 2) (Pages 167 - 338)

Cabinet Member: Travel & Development Strategy
Forward Plan Ref: 2020/048
Contact: Dawn Pettis, Strategic Planning Team Leader Tel: 07771 983395

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

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

The draft Oxfordshire Plan 2050 Reg 18 (Stage 2) consultation document is being considered for endorsement by all local planning authorities in Oxfordshire (Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of the White Horse District Council and West Oxfordshire District Council) in July. Once the draft Plan is endorsed, it will go out for public consultation on 30th July for 10 weeks to 8 October.

The Cabinet is RECOMMENDED to

a) Consider and agree the process for the Oxfordshire Plan Regulation 18 (Part 2) document for public consultation commencing on 30 July;

b) Further consider the Plan at its meeting on 21 September after an all member seminar, with a view to making formal representations on the Oxfordshire Plan Regulation 18 (Part 2) by the closing date of 8 October 2021.

11. Department of Transport Tranche 3 Active Travel Bid (Pages 339 - 350)

Cabinet Member: Highway Management
Forward Plan Ref: 2021/121
Contact: Simon Lymn, Programme Lead Tel: 07799 097637

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

To seek approval to delegate to the Chief Executive, in consultation with the Cabinet Member for Highway Management, the final sign-off of Oxfordshire County Council's bid to the Department for Transport Active Travel Tranche 3 fund.

The Cabinet is RECOMMENDED to authorise officers to finalise and submit Oxfordshire County Council's bid to the Department for Transport Active Travel Fund Tranche 3 submission.

12. A40 Access to Witney - In Principle Use of Statutory Powers (Pages 351 - 384)

Cabinet Member: Travel & Development Strategy
Forward Plan Ref: 2021/054
Contact: Tom Shuttleworth, A40 Programme Lead Tel: 07908 059132

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

*** Due to the size of the document, Appendix A is published separately as a Supplementary Document ***

To seek approval to pursue the implementation of statutory powers to enable the project; and issue Requisition for Information notices.

The Cabinet is RECOMMENDED to

a) Note the progress in developing the A40 Access to Witney project specifically the recent public engagement event undertaken to inform the preferred scheme options.

b) Approve Officer's preferred option recommendation and for the formal adoption by the Council of the A40 Access to Witney as an approved scheme.

c) Approve in principle the development of The Oxfordshire County Council (A40 Access to Witney) 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, in order to bring forward the timely development of the A40 Access to Witney project. Formal authority for the making of The Oxfordshire County Council (A40 Access to Witney) Compulsory Purchase Order 202[x] will be reported to Cabinet, and necessary approval sought, following public engagement on preferred options and submission of a planning application for the scheme.

d) Approve the preparation and service of statutory notices for the Requisition of Information pursuant to Section 16 Local Government (Miscellaneous Provisions) Act 1976 (as amended) to assist with determining the interests in the land required for the delivery of the scheme.

e) Approve the preparation of The Oxfordshire County Council (A40 Access to Witney) Compulsory Purchase Order 202[x] in draft , together with a draft Order Map, draft Order Schedule, draft Statement of Reasons and all necessary land referencing activity in advance of seeking formal authority to make the Order.

13. A40 HIF 2 Smart Corridor - Preferred Options and Funding (Pages 385 - 414)

Cabinet Member: Travel & Development Strategy
Forward Plan Ref: 2021/082
Contact: Tom Shuttleworth, Programme Lead (A40) Tel: 07908 059132

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

In summary, the A40 HIF2 Smart Corridor scheme includes three highway enhancement elements, which have now reached preferred option stage informed by the outcome from a recent public engagement exercise:

a) Element 1: A40 Dual Carriageway extension
b) Element 2: A40 Integrated Bus Lanes
c) Element 3: A40 Dukes Cut

The report seeks Cabinet approval for the formal adoption of the preferred scheme in order that a planning application can be progressed in parallel with the bringing forward of a Highways Compulsory Purchase Order. Reference the latter statutory powers the in principle use of which was the subject of a report to Cabinet in June 2021 (2021/059).

The report sets out how development of the project to preferred option stage has followed the Department for Transport's Transport Appraisal Guidance (TAG) guidance which provides best practice and guidance on major transport scheme option appraisal and design development.

It then goes on to detail how the presented schemes have changed in response to feedback gathered through the recently undertaken public consultation exercise. These changes are now part of the preferred scheme for which formal approval is sought.

The financial section confirms that the revised HIF funding allocation will cover all

current scheme costs to the value of £106.756m, available through to the end of February 2025.

Lastly, the report sets out the statutory blight regime under which the delivery of this project would fall, as a consequence of formally approving the adoption as a preferred scheme. This is supported by a recommendation for a delegation to officers to address any claims made.

The Cabinet is RECOMMENDED to:

a) Note the progress in developing the A40 HIF2 Smart Corridor project specifically the recent public engagement event undertaken to inform the preferred scheme options.

b) Approve Officer's preferred options recommendation and for the formal adoption by the Council of the A40 HIF2 Smart Corridor as an approved scheme.

c) Note the preferred options are confirmed as fully funded following the recent agreement to amend the Grant Determination Agreement with Homes England, securing the full £106.756m budget.

d) To notify Cabinet of the Statutory Blight regime that requires the Council to respond to claims for Statutory Blight pursuant to Part VI, Chapter II and Schedule 13 of the Town and Country Planning Act 1990 (as amended) which would be a consequence of it formally approving the preferred route.

e) In respect to Statutory Blight delegate authority to the Director for Property, Investment & Facilities Management and the Director of Law and Governance to agree appropriate terms in accordance with statutory provisions.

14. Fibre Broadband for Public Buildings (Pages 415 - 420)

Cabinet Member: Corporate Services
Forward Plan Ref: 2021/045
Contact: Craig Bower, Programme Director Tel: 07711 411744

Report by Director of Digital & ICT (**CA14**).

To seek approval to move to contract with chosen preferred supplier.

The Cabinet is RECOMMENDED to

Approve delegated authority to the Corporate Director, Customers, Organisational Development and Resources, in consultation with the Cabinet Portfolio Holder for Corporate Services for awarding a contract to the winning bidder of the council's procurement of full-fibre broadband for public buildings, up to the value of £8m (Oxfordshire County Council Funding of £5m and Department of Culture, Media and Sport (DCMS) funding of £3m).

15. Delegated Powers - July 2021

Cabinet Member: Leader
Forward Plan Ref: 2021/023
Contact: Colm Ó Caomhánaigh, Committee Officer Tel: 07393 001096

Report by Director of Law & Governance.

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.

There were no executive decisions taken in the relevant time period April to June 2021.

16. Forward Plan and Future Business (Pages 421 - 424)

Cabinet Member: All
Contact Officer: Colm Ó Caomhánaigh, Committee Officer Tel: 07393 001096

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 **CA16.** 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.

This page is intentionally left blank

CABINET

MINUTES of the meeting held on Tuesday, 22 June 2021 commencing at 2.00 pm and finishing at 3.30 pm

Present:

Voting Members:	Councillor Liz Leffman – in the Chair Councillor Liz Brighouse 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:	Councillor David Bartholomew

Officers:

Whole of meeting	Yvonne Rees, Chief Executive; Anita Bradley, Director for Law and Governance and Monitoring Officer; Lorna Baxter, Director for Finance; Colm Ó Caomhánaigh, Committee Officer
Part of the meeting: Item 6	Robin Rogers, Programme Director Covid Response

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.

45/21 APOLOGIES FOR ABSENCE
(Agenda Item. 1)

There were no apologies.

46/21 DECLARATIONS OF INTEREST
(Agenda Item. 2)

There were no declarations of interest.

47/21 MINUTES
(Agenda Item. 3)

The minutes of the meeting held on 20 April 2021 were approved and signed as a correct record.

48/21 QUESTIONS FROM COUNTY COUNCILLORS
(Agenda Item. 4)

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

49/21 PETITIONS AND PUBLIC ADDRESS
(Agenda Item. 5)

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

Item 13 – Releasing Development Strategy in Didcot and Surrounding Villages in the Vicinity of HIF 1 Schemes - Councillor Sally Povolotsky

Item 14 – Housing Infrastructure Fund 1 - In Principle Use of Statutory Powers – Councillor Sally Povolotsky

50/21 COVID-19: PROGRESS AND PLANNING UPDATE
(Agenda Item. 6)

Cabinet had been asked to consider a report describing the current local COVID-19 situation, summarising the response to COVID-19 over the past six months, describing ongoing activity, including a description of the recovery status of Council services, setting out the requirement to maintain and adapt COVID-19 capacity and management structures and recommending that the local and organisational lessons learnt from the pandemic should be used to help direct long-term recovery planning and inform future corporate direction.

Councillor Liz Leffman, Leader of the Council, prefaced the discussion by acknowledging that everybody had been impacted by the pandemic and that everybody knew somebody who has been seriously ill or sadly died as a

result. She was aware of the particular impact of the lockdown on children and young people.

The Leader thanked all the people around the county who had contributed to the tremendous community efforts to support the vulnerable and isolated. There was much to learn in how communities pulled together to look after each other.

The Council and its staff had worked tirelessly to limit the spread of the virus and to support our colleagues in the NHS. The Council had to innovate and adapt to continue to deliver essential services and the Leader commended all those involved.

Robin Rogers, Programme Director Covid Response, introduced the report which looked back on the last phase of the pandemic, from late 2020, and looked ahead at the road map out of lockdown. It was reporting on the response of the Council and its partners in the Districts, City, NHS, voluntary sector and the business sector.

While responding to the pandemic, the Council was continuing to deliver essential services – sometimes in a different way. The report summarised the resource implications and also outlined plans for further recovery and how the lessons learned could be incorporated into long-term planning and strategy.

RESOLVED: to note:

(a) the latest public health situation with regard to COVID-19, the management arrangements in place and the resource impact of the pandemic as set out in this report;

(b) the joint Oxfordshire County Council and Cherwell District Council programme of activity underway that continues to respond and adapt to the pandemic as set out in Appendix 1;

(c) the summary of COVID-19 service impact set out in Appendix 2;

(d) the plans set out from paragraph 35 for recovery planning and for further understanding the lessons learnt for the organisation from the pandemic and agree that a programme of engagement with the Performance Scrutiny Committee, all council members and key partners should be developed in consultation with the Leader, Deputy Leader and Chair of the Performance Scrutiny Committee.

51/21 BUSINESS MANAGEMENT & MONITORING REPORT - MARCH 2021

(Agenda Item. 7)

Cabinet considered a report setting out Oxfordshire County Council's (OCC's) progress towards Corporate Plan priorities for 2020/21 – March 2021.

Councillor Calum Miller, Cabinet Member for Finance, introduced the report which showed that the Council preformed very strongly last year in very difficult circumstances and he thanked officers for their exceptionally hard work. Of the 27 performance indicators in the Corporate Plan, 17 were rated Green, 9 Amber and one could not be reported due to Covid-19.

At 31 March 2021, there had been an underspend of £5.9m on directorate services largely due to lower demand for some services due to the pandemic. It was proposed that this balance be transferred to general reserves. At the year end, there was a balance of £14.2m remaining of the COVID-19 budget and this was proposed to be transferred to the COVID-19 reserve.

Councillor Glynis Phillips, Cabinet Member for Corporate Services, praised the exceptional work of staff, particularly in the Customer Services Centre, who provided an extended hours service to vulnerable people who were shielding. She also highlighted the work of the IT teams in providing superfast broadband across the county, enabling employees to work from home almost immediately when the lockdown happened and finding innovative ways to allow Cabinet and committee meetings to continue.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, thanked his predecessor Councillor Yvonne Constance and former Councillor Suzanne Bartington, who championed active travel, and committed to bringing forward and enhancing their work. He confirmed that the Zero Emissions Zone was due to be launched in August and there were plans to extend the e-scooter hire scheme which had been successful in Headington to other areas. He thanked bus providers and workers for improving services, even during the pandemic, particularly in regard to access to the Westgate Centre.

Councillor Tim Bearder, Cabinet Member for Highway Management, noted the difficulties created for rural villages with the reduction in bus services in 2016 and stated that there was now an opportunity to redefine how the bus system worked. He was looking to expand the School Streets pilots to other areas as well as other measures to reduce traffic, thereby cutting emissions and pollution and making the streets safer.

Councillor Jenny Hannaby, Cabinet Member for Adult Social Care, described how the Council continued to help more people to receive care in the home and live more independently, working in partnership with Oxford University Hospitals, Oxford Health and Age UK Oxfordshire. 90.4% of people with learning disabilities were living on their own or with families compared to the national average of 76%. She also noted that 94% percent of care homes were rated good our outstanding.

Councillor Liz Brighouse, Deputy Leader and Cabinet Member for Children, Education and Young People's Services, expressed concern about the long-term effects of Covid-19 on the mental health of young people in particular. The Mental Wellbeing Hub for Young People had been launched in March 2021 and was intended to support young people suffering from psychological challenges. Family Solutions Services have been strengthened and have brought the numbers on Child Protection Plans to the lowest level since 2012/13. However, due to the pandemic, there had been a hold-up in court hearings to get children off plans. She drew particular attention to the magnificent work of social workers, family support workers and teachers and staff in schools.

Councillor Mark Lygo, Cabinet Member for Public Health and Equality, noted the joint framework with Cherwell District Council on Equalities, Diversity and Inclusion, setting out the vision to be leaders in this field. He welcomed the local government declaration by Oxfordshire councils and NHS partners on tobacco control. He stated that there was a need to re-focus on physical activity which was impacted during the lockdown, for example with young children missing out on swimming lessons.

Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment, acknowledged the work done by Councillor Yvonne Constance and in particular the green homes grant, the Climate Action Framework and the fact that the county was the best performing on recycling. He wanted to step that work up to move to a circular economy and accelerate decarbonisation and he intended to work together with all partners on a themed programme to achieve that.

RESOLVED to:

(a) note this month's business management and monitoring report;
(b) note the annual review 2020/21;
(c) note the virements set out in Annex C-2b;
(d) note the summary of financial position for 2020/21 along with the year-end position on general balances and earmarked reserves as set out in Annex C;
(e) approve the underspend £5.9m should be transferred to balances.

52/21 PROVISIONAL CAPITAL OUTTURN 2020/21

(Agenda Item. 8)

Cabinet had before it a report setting out the performance against the planned capital programme for 2020/21. Figures shown in the report reflect those to be included in the Council's Statement of Accounts for 2020/21.

Calum Miller, Cabinet Member for Finance, summarised the report. He drew attention to the table on Agenda Page 122 which listed the underspends on the programme but noted that these were mostly cases of expenditure delayed and not foregone.

The Finance team was currently managing capital to minimise borrowing costs so grant or S106 funding was used first. The biggest risk ahead lay in the management of the Housing Infrastructure Fund monies as these were time bound and claimed in arrears. These elements were being tracked closely by Cabinet and officers.

RESOLVED: to note the performance against the capital programme for 2020/21 as set out in the report.

53/21 TREASURY MANAGEMENT 2020/21 OUTTURN

(Agenda Item. 9)

Cabinet had before it a report setting out the Treasury Management performance in the financial year 2020/21 including Debt and Investment activity, Prudential Indicator Outturn, Investment Strategy, and interest receivable and payable for the financial year.

Calum Miller, Cabinet Member for Finance, noted that the Treasury Management team achieved an average in-house return for the year of 0.84%, above the benchmark. The fund was £1 million ahead of budget, a creditable performance in a challenging year.

The Council's average interest rate on its long-term debt was 4.46%, lower than for most local authorities. The team kept under review the possibility of restructuring this but the current view was that it would not be advisable to replace older debt with newer.

The Council was active in medium-term lending to other local authorities as it could offer lower rates than the Public Works Loan Board. Councillor Miller thanked his predecessor Councillor David Bartholomew for his stewardship of the finances over the last term.

RESOLVED: to note the report, and to RECOMMEND Council to note the Council's Treasury Management Activity in 2020/21.

54/21 REPORT ON THE OUTCOME OF THE LGA PEER REVIEW OF LIBRARIES AND CULTURAL SERVICES

(Agenda Item. 10)

Cabinet considered a report seeking approval for the development of a clear vision and strategic framework for the planning and delivery of libraries and heritage services to strengthen the contribution they make to wider community outcomes.

Councillor Neil Fawcett, Cabinet Member for Community Services and Safety, thanked all the staff and volunteers who had engaged positively with the peer challenge as well as the peer review team. As the Council developed its services it was important that they take account of the recommendations. The report contained a lot of good ideas and advice as well as signposting good practices elsewhere.

Councillor Fawcett drew attention to the statistics in Appendix 1 showing how use of library services in Oxfordshire was well above the national average. He also noted as an example the 5,400 hours of voluntary support given to Oxfordshire Museum.

The Council's own review will take place later this year. Councillor Fawcett was keen that it be a listening exercise and that as many councillors as possible take part.

Councillor Mark Lygo added that he was aware of many messages of appreciation from people who were isolating and who wanted to thank volunteers without whom they would not be reading.

The Leader reiterated how important libraries were in their communities and stated that it was this Cabinet's intention to support them as much as possible.

RESOLVED to:

a) consider the LGA Cultural Services Peer Review feedback report (Annex 1);

b) note the recommendations set out within the report;

c) agree the proposals set out at paragraph 10 for incorporating the report's recommendations into the service planning and Libraries and Heritage Strategy development process.

55/21 NATIONAL BUS STRATEGY - PROPOSAL FOR AN OXFORDSHIRE ENHANCED BUS PARTNERSHIP

(Agenda Item. 11)

Cabinet considered a proposal to establish an Enhanced Partnership across Oxfordshire under the Bus Services Act 2017.

Councillor Tim Bearder, Cabinet Member for Highway Management, stated that the Council wanted an enhanced partnership with bus operators to get more people using buses. He favoured this over the alternative franchising system. There was a need to reach out to rural communities as well as improving the already excellent services in the city. The partnership could deliver improved ticketing across bus and train services. This was a commitment in principle, the detail would still need to be worked out with the bus companies.

Councillor Duncan Enright welcomed the move while understanding people's nervousness about public transport under Covid-19. There was no substitute for a great bus system and linking it to an expanded rail network was very exciting.

Councillor Liz Brighouse noted that services needed to be fit for everyone. She was particularly concerned that so many children around the county were not able to get a scheduled bus to school, leading to an increasing

budget for Home to School Transport. She also asked that consideration be given to people with mobility issues who cannot get to a bus stop and suggested reinstating something like the previous Pick-Me-Up service.

Councillor Pete Sudbury noted that with so much development going on in the county it was vital to get more people to switch to public transport as road building would not be able to keep up. This was a vital part of the transport policy. Most car miles took place in rural areas so there was a much greater saving in emissions from putting services into those areas. Services needed to be regular and reliable with safe places to park bicycles.

RESOLVED to:

(a) commit to establishing an Enhanced Partnership across Oxfordshire under the Bus Services Act 2017; and

(b) give formal notice of the Council's intention to prepare an Enhanced Partnership and invite all local bus operators to confirm their intention to participate.

56/21 ZERO EMISSION BUSES REGIONAL AREAS (ZEBRA) SCHEMES

(Agenda Item. 12)

Cabinet considered a report recommending that officers finalise and submit an Expression of Interest for the Government's Zero Emission Bus Regional Areas funding initiative with a capital allocation of up to £6m in 2022/23 to provide additional council grant to bus operators, if operators can demonstrate this is required to make the scheme feasible.

Councillor Tim Bearder, Cabinet Member for Highway Management, summarised the proposal as aimed at ensuring that all buses operating within the city and immediately surrounding areas will be electric. It would make Oxford an exemplar city in this regard. He agreed with comments made earlier on making buses accessible to all people. He described this proposal as an important milestone in developing the bus network.

Councillor Pete Sudbury welcomed the government support for this scheme. New technologies often needed a push from central government and the Council needed to encourage the government to do more in this respect.

Councillor Duncan Enright welcomed the proposal which was necessary to achieve the Zero Emissions Zone in Oxford City. He hoped to see the area covered expand as the bus network is developed.

Councillor Calum Miller also supported the provision of electric buses in the city and surrounding areas but hoped that the displaced more-polluting buses would not simply be deployed on our rural roads. He noted the commitment of up to £6m to support this scheme and expected that Cabinet Members and officers will work hard to ensure that the amount we agree to contribute in the end will be taken in the round as they work with bus operators to make the best use of tax payers' money.

Asked by the Leader if there were long-term plans to expand the electric bus fleets across the county, Councillor Bearder responded that there were currently technical limitations on the range that electric buses could achieve but these may be overcome with the development of hydrogen buses for example.

RESOLVED: to:

(a) authorise officers to finalise and submit an Expression of Interest for the Government's Zero Emission Bus Regional Areas funding initiative;

(b) agree a capital allocation of up to £6m in 2022/23 to provide additional council grant to bus operators, if operators can demonstrate this is required to make the scheme feasible.

57/21 RELEASING DEVELOPMENT STRATEGY IN DIDCOT AND SURROUNDING VILLAGES IN THE VICINITY OF HIF1 SCHEMES

(Agenda Item. 13)

Councillor Sally Povolotsky withdrew her request to speak.

Cabinet had before it recommendations to implement a strategy to assist with the delivery of new development in the Vale of White Horse and South Oxfordshire districts to allow some growth to come forward in a controlled manner prior to HIF 1 funded infrastructure being open for public use based upon specified requirements.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, introduced the first of three items relating to the Housing Infrastructure Fund to provide for the new housing needed over the coming decade. This proposal dealt with the Didcot Garden Town area.

The Council had opposed further housing in this area on the basis that there was insufficient transport infrastructure. Blanket refusal would risk appeals and uncontrolled development whereas in this proposal, for some of the development, the Council's approval can be timed so that they are built when the infrastructure has been delivered.

Councillor Tim Bearder welcomed the proposal and noted that officers were working on ensuring that the plans in this area will incorporate promotion of active travel.

Councillor Pete Sudbury noted that carbon emissions needed to be reduced by 50% by 2030 according to the United Nations. The houses in these developments were not yet built to the best standards and would need to be retrofitted. He was committed to working with the building industry to ensure that emissions were counted properly and ultimately reduced.

RESOLVED: to implement a strategy to assist with the delivery of new development in the Vale of White Horse and South Oxfordshire districts to allow some growth to come forward in a controlled manner prior to HIF 1 funded infrastructure being open for public use based upon the following requirements:

- **Development site housing build programmes / trajectories / occupations being aligned with (or after) the delivery of HIF 1 which will require occupation thresholds / controls on development sites.**
- **Development sites to provide agreed sustainable / active travel infrastructure at the beginning (early occupations) of development sites to reduce traffic impact on the highway network prior to HIF 1 delivery.**
- **New services or enhancements to existing bus service arrangements being implemented at the beginning (early occupations) of development sites.**
- **Local off-site and on-site highway works to be delivered at the early stages of development to lessen the direct impact of a development site on the highway network.**
- **Travel Plans prepared and approved by the council's Travel Plan team with deliverable and monitored targets.**
- **Strategic transport / highway contributions will be sought in accordance with Regulation 122 and the three Section 106 tests.**

58/21 HOUSING INFRASTRUCTURE FUND 1 - IN PRINCIPLE USE OF STATUTORY POWERS

(Agenda Item. 14)

Cabinet was asked to consider a series of proposals to facilitate this programme the primary focus of which was to provide additional highway capacity and connectivity to resolve long-standing capacity constraints that were preventing new homes and jobs allocated in local plans from coming forward in a timely manner.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, described the proposal, which also applied to the Didcot area, as rather technical, giving officers the tools they needed – for example Compulsory Purchase Orders – to move to the next stage of development. There were no detailed plans to be decided at this point.

RESOLVED to:

(a) approve in principle the development of The Oxfordshire County Council (Access to Didcot Garden Town) Compulsory Purchase Order 202[x]. Negotiations for private acquisition will be conducted in parallel to the compulsory purchase process. Powers of compulsory purchase will be used only as a matter of last resort, in order to bring forward the timely development of the Housing Infrastructure Fund 1 (HIF1) project. Formal

authority for the making of The Oxfordshire County Council (Access to Didcot Garden Town) Compulsory Purchase Order 202[x] will be reported to Cabinet following the submission of a planning application for the scheme;

(b) approve the preparation and service of statutory notices for the Requisition of Information pursuant to Section 16 Local Government (Miscellaneous Provisions) Act 1976 (as amended) to assist with determining the interests in the land required for the delivery of the scheme;

(c) approve the preparation of The Oxfordshire County Council (Access to Didcot Garden Town) Compulsory Purchase Order 202[x] in draft , together with a draft Order Map, draft Order Schedule, draft Statement of Reasons and all necessary land referencing activity in advance of seeking formal authority to make the Order;

(d) approve the preparation of The Oxfordshire County Council (Didcot to Culham Thames Bridge) Scheme 202[x] in accordance with section 106(3) of The Highways Act 1980 (as amended) in relation to a new road overbridge crossing of the River Thames, being a navigable waterway;

(e) approve the preparation of The Oxfordshire County Council (Didcot Garden Town Housing Infrastructure Fund (HIF1) – A4130 Improvement) (Side Roads) Order 202[x] (or multiple Side Roads Orders as may be necessary), and The Oxfordshire County Council (Didcot Garden Town Highways Infrastructure – A4130 Improvement) Compulsory Purchase Order 202[x] to enable the stopping-up, diversion, amendment, improvement and creation of new lengths of highway or reclassification of existing highways. Please note that the final titles of the orders will be determined as the project progresses and will be updated in this report accordingly. This includes the stopping up of private means of access as necessary where the scheme design necessitates. Formal approval for the making of Side Roads Order(s) will be reported to Cabinet, and necessary approval sought, following the submission of a planning application for the scheme.

59/21 HOUSING INFRASTRUCTURE FUND 2 - IN PRINCIPLE USE OF STATUTORY POWERS

(Agenda Item. 15)

Cabinet had before it a series of recommendations related to the provision of additional highway capacity and connectivity to encourage/facilitate modal shift, enabling more sustainable forms of travel to meet the Council's zero carbon transport network ambitions focussing this around public transport and active travel.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, noted that this was similar in nature to the previous technical

proposal but related to development of the A40 and the provision of cycling and bus lanes.

Councillor Tim Bearder stressed that officers were looking at future-proofing the designs to allow for the provision of rail services to Witney and Carterton. This needed to be done without delaying development as that could cost millions of pounds.

RESOLVED to:

(a) approve in principle the development of The Oxfordshire County Council (A40 HIF2 Smart Corridor) 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, in order to bring forward the timely development of the A40 HIF2 Project. Formal authority for the making of The Oxfordshire County Council (A40 HIF2 Smart Corridor) Compulsory Purchase Order 202[x] will be reported to Cabinet, and necessary approval sought, following public engagement on preferred options and submission of a planning application for the scheme;

(b) approve the preparation and service of statutory notices for the Requisition of Information pursuant to Section 16 Local Government (Miscellaneous Provisions) Act 1976 (as amended) to assist with determining the interests in the land required for the delivery of the scheme;

(c) approve the preparation of The Oxfordshire County Council (A40 HIF2 Smart Corridor)Compulsory Purchase Order 202[x] in draft , together with a draft Order Map, draft Order Schedule, draft Statement of Reasons and all necessary land referencing activity in advance of seeking formal authority to make the Order;

(d) approve the preparation of The Oxfordshire County Council (HIF2 Smart Corridor – A40 Classified Road) Side Roads Order 202[x](or multiple Side Roads Orders as may be necessary) to enable the stopping-up, diversion, alteration, improvement and creation of new lengths of highway or reclassification of existing highways. This includes the stopping up of private means of access as necessary where the scheme design necessitates. Formal approval for the making of Side Roads Order(s) will be reported to Cabinet, and necessary approval sought, following public engagement on preferred options and submission of a planning application for the scheme;

(e) subject to the confirmation that the required due diligence has been completed to manage programme and financial risk to the Council, authorise the Corporate Director Environment and Place, in consultation with the Director of Law & Governance, Director of Finance, Cabinet Member for Travel and Development Strategy and Cabinet Member for Finance to approve the amended Grant Determination Agreement (GDA);

(f) subject to the satisfactory completion of recommendation (e) approve the additional £4.745m Housing Infrastructure Fund grant for an overall budget provision of £106.756m for the A40 HIF2 Smart Corridor project within the capital programme, subject to the implementation of the Grant Determination Agreement with Homes England.

60/21 DELIVERY OF SUPPORTED LIVING UNITS THROUGH INVESTMENT IN THE RESONANCE SUPPORTED HOMES FUND

(Agenda Item. 16)

Cabinet had before it a report outlining a proposal to invest £5m capital funding in the Resonance Supported Homes Fund in order to deliver up to 25 units of supported living accommodation for people with learning disabilities and autism.

Councillor Jenny Hannaby, Cabinet Member for Adult Social Care, introduced the report. She thanked officers Gillian Douglas, Kathy Wilcox, Karen Buckingham, Robyn Noonan and Stephen Chandler as well as Cabinet Member for Finance Councillor Calum Miller.

Councillor Hannaby emphasised that Resonance was an experienced social impact investment and property fund manager with a track record of delivering accommodation for vulnerable groups on behalf of local authorities. The proposed investment of £5m would provide 20 to 25 units. It was to cover an initial period of 8 years with a possible further 8 years. This scheme will be monitored to ensure that it is delivered as planned.

Councillor Hannaby added that she wanted to ensure that all of the units provided would be used to accommodate Oxfordshire residents.

Councillor Pete Sudbury welcomed the proposal. Having worked in Mental Health he had seen the disabling effects of institutions, however well run. The ability to live in a normal house on a normal street was very important.

Councillor Liz Brighouse noted that this was being delivered using a social capital fund and she hoped this type of vehicle could be user more often. Councillor Hannaby responded that they were looking at other ways of providing as many units again because they were needed.

Councillor Calum Miller outlined the financial aspects of the proposal which should provide a return of around 6% per annum. The main risk was related to the 8-year cycle which could mean that the property market might not be in the best place when we wanted to withdraw. He judged that risk to be low and there was an appetite for Oxfordshire to initiate more innovative projects like this one.

Councillor Mark Lygo stated that the project was much needed. He asked if in future projects the residents could be involved in the design stages. Councillor Hannaby welcomed that suggestion.

RESOLVED: to approve an investment of £5.0m by the County Council in the Resonance Supported Homes Fund for the delivery of supported living accommodation units for adults with learning disabilities and/or autism.

61/21 WORKFORCE REPORT AND STAFFING DATA - QUARTER 4 - JANUARY-MARCH 2021

(Agenda Item. 17)

Cabinet considered a report that provided an update on key HR activities during Quarter 4, details of key people numbers and analysis of main changes since the previous report.

Councillor Glynis Phillips, Cabinet Member for Corporate Services, thanked Karen Edwards and her team for the report. Staff were in lockdown for the period of this report and largely working from home. The team updated Covid-19 advice continuously over the period.

The Council produced its first ethnicity pay gap report for 2019/2020. The data identified a small ethnicity pay gap in terms of the mean hourly rate of 1.1% and there was a lower proportion of BAME staff in the lower middle quartile and the upper pay quartile. The Council was seeking to narrow and eliminate these gaps.

Councillor Phillips added that an Apprenticeship Manager post was being created to support the development of an apprenticeship strategy, improve optimisation of the apprenticeship levy, the development and embedding of career pathways, to support work with our communities around skills gaps and social mobility and to help establish better links with young people across Oxfordshire who are experiencing barriers to employment.

Councillor Phillips was concerned that Stress, Anxiety and Depression remained the top reason for sickness absence. The report described a number of ways in which the Council supported staff but more will be done to raise the profile of the Employee Assistance Programme. They remained conscious that working from home has had different impacts on individuals and this needed to be kept in mind in the move to more hybrid working.

RESOLVED: to note the report.

62/21 APPOINTMENTS 2020/21

(Agenda Item. 18)

Cabinet was asked to consider member appointments to a variety of bodies which in different ways supported the discharge of the Council's executive functions and to agree arrangements for filling the councillor places on those bodies.

RESOLVED: to agree the appointments to the bodies set out in the Annex to this report.

63/21 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 19)

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

The Leader commented that she found the document cumbersome and asked for views on a better way to organise it. Anita Bradley, Monitoring Officer, responded that she was happy to make some suggestions and receive suggestions from Members on better ways of presenting the Plan.

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

..... in the Chair

Date of signing .....

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Answers
1. COUNCILLOR DAVID BARTHOLOMEW The Third Reading Bridge – which would extend the A329(M) into Oxfordshire – is an environmentally damaging proposal driven by Berkshire authorities and is contrary to all our climate change objectives. In 2019 I brought a motion to Full Council stating that should it be built, it should be restricted to public transport, cyclists and pedestrians – it was passed overwhelmingly. Since then, there have been many developments. Of particular interest is Reading Borough Council's desire to link this bridge to an equally environmentally damaging 'North Reading Orbital' which, despite its name, would be located entirely in Oxfordshire. What is the current status of the joint statement by the Cross Thames Travel Group that was due to be issued last January but was put on hold because of an admirably robust objection from the SODC Leader Sue Cooper, and what is the status of the Outline	**COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY** This project has paused due to a number of reasons but mainly due to feedback from the DfT on details within the Strategic Outline Business Case (SOBC). The DfT wish to see updated transport data and also a refresh of the original SOBC. An update of the SOBC is expected to be quite costly and will not be funded by the DfT. Therefore there is a need to identify funding locally and this has not been forthcoming. The DfT is also keen that any future bids/SOBC which will be submitted have the support of all of the authorities affected. Further work on the SOBC would give the authorities the opportunity to continue to work together to look in detail at the options being assessed. Now local elections have happened officers can see if Members would like to discuss this issue again with the view of getting further updates on the project and also have another Cross Thames Officers working Group.

Questions	Answers
Business Case funding bid which ground to a halt because of Sue's objection? **Supplementary** Councillor Bartholomew thanked the Cabinet Member for the response. He asked if Oxfordshire County Council will join South Oxfordshire District Council in stating that it will not support the Strategic Outline Business Case (SOBC) Update unless a car-based bridge solution is removed and that it, if the bridge is built, it should be limited to buses, cyclists and pedestrians and therefore comply with our climate change objectives.	Councillor Enright confirmed that the thrust of Councillor Bartholomew's points was very much in line with the approach being taken by this Cabinet in putting active travel first – walking and cycling – with public transport as an important component. However, he would need to consult with officers before committing to a position on the bridge.
2. COUNCILLOR JUDY ROBERTS Can Cllr Bearder assure me that changing the speed limit to 20 mph for the whole of the Botley Road Corridor Scheme from the City 20 mph zone to the Eynsham Road junction with West Way will go out to consultation before phase 6 is started? Can Cllr Bearder agree that a bus service between Oxford and Newbury, preferably using green	**COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAYS MANAGEMENT** ***Yes, this will go out to consultation.*** ***In regard to the bus service between Oxford and Newbury. A roundtable event, hosted by the MP for Newbury, was held on 15 June to discuss the potential for a bus service between Newbury and Oxford. This was attended by Cllr Roberts, officers from Oxfordshire and West Berkshire Councils, and representatives from bus operators and the Berkshire LEP.***

Questions	Answers
technology, will be evaluated as part of the evolving Bus Strategy?	***Following the event, officers are investigating the possibility of undertaking a joint feasibility study into the potential costs and revenues associated with such a service and are awaiting a response from West Berkshire as to whether they are willing to contribute. In addition, the Council has secured Section 106 funds from Harwell Campus to provide such a link which could be supplemented by funds through the forthcoming Bus Service Improvement Plan (BSIP).*** ***Over the summer both councils will be considering options for our respective BSIPs and there was broad agreement at the roundtable that this would be a potential candidate for inclusion, possibly as a jointly-funded project.*** ***Whilst the potential for future hydrogen operation of services in the Didcot area was discussed at the roundtable, the significant associated costs mean that this could only be done on a depot basis and not for individual routes, and battery electric buses would be unsuitable for the range and terrain. Therefore diesel buses will need to be used, at least for an initial period.***

Divisions Affected – All

CABINET – 20 JULY 2021

A Fair Deal for Oxfordshire
Shaping our priorities

Report by the Chief Executive

Draft Cabinet Report

RECOMMENDATIONS

1. Cabinet is recommended to:

   a) Approve the approach to the development of a new strategic plan for the period commencing 2022/23, including a programme of public consultation 'Oxfordshire Conversations' and stakeholder engagement to take place in the autumn.

   b) Endorse the priorities of the Oxfordshire Fair Deal Alliance as set out in paragraph 6 (and the attached annex) to form the basis of these conversations and a new strategic plan.

Executive Summary

2. Following the Oxfordshire County Council elections on 6 May 2021, a new administration was formed: the Oxfordshire Fair Deal Alliance.

3. This report sets out the policy objectives and areas of priority for the new administration. In line with the administrations ambition to listen to our communities and to be open, transparent and ensure the organisation is more accessible to all, a clear one-page document has been developed. (see Annex 1).

4. More detailed work on how these priorities will be achieved for the period of the administration will be undertaken over the summer and set out as part of a revised strategic plan and the Budget and Business Planning process for 2022/23 to 2025/26.

5. Where the delivery of policy objectives will require funding during 2021/22, this will be brought forward as part of the monthly Business Management Monitoring Report to Cabinet. Where resources are required, it is proposed that one-off funding from General Balances is used to support the implementation of actions for 2021/22.

Introduction: the priorities of the Oxfordshire Fair Deal Alliance

6. The Oxfordshire Fair Deal Alliance recognises that the delivery of its immediate and longer-term policy objectives relies on strong working relationships with colleagues and partners. Therefore, all of our priorities are underpinned by a commitment to proactively engage and develop our workforce, recognising that the better we support our people the better we can meet the needs of the citizens of Oxfordshire.

The Alliance is clear that the best outcomes for the people of Oxfordshire will rest on a foundation of action to address inequalities and promote equality of opportunity. We will put this thinking at the heart of our work.

The climate emergency is one of the most significant challenges we face. As a community leader, large local employer and a local authority delivering services we can make a difference; action to address climate change and a commitment to net-zero carbon is central to our partnership and will be reflected in each of our priorities.

The policy objectives of the Oxfordshire Fair Deal Alliance are to:

- Tackle the Climate Emergency through rapid decarbonisation, proper accounting of carbon emissions and ambitious targets, as well as supporting climate resilience.
- Tackling inequalities and providing opportunities for everyone in Oxfordshire to achieve their full potential.
- Prioritisation of wellbeing – improved outcomes for residents and improved air quality and access to libraries, cultural facilities and the arts.
- Review and reform of the social care system to prioritise end users and carers, with a focus on co-operative and community provision of social care, helping those who want to stay in their own homes.
- 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.
- Improved access to nature and green spaces for all communities, and landscape-scale nature recovery across the county.
- Supporting all our children and young people to achieve improved health, wellbeing and educational outcomes; improved provision for children with additional needs; all decision-making to have regard to impact on young people and future generations.
- The creation of a resilient local democracy, where decisions are devolved to the lowest possible level and residents are meaningfully involved in the decisions that affect their lives.
- Support for local employment and businesses, working with partners to make Oxfordshire a centre for green and sustainable technologies through a local ‘Green New Deal’. We will use our purchasing power and contracts to maximise benefit to local employment and businesses.

Shaping our Medium and Longer-Term Objectives: a new strategic plan and budget priorities for the Council

7. The development of a new strategic plan (to replace the current corporate plan) will be an inclusive process comprising public engagement and a programme of 'Oxfordshire conversations', which will seek to understand the medium and long-term aspirations and concerns of residents and partners so that these can be built into future plans. Further opportunities will be sought to include all councillors and for wider stakeholder and staff engagement and to utilise data from surveys and customer feedback.

8. As well as the ongoing development of the policy objectives set out earlier in this report, Oxfordshire County Council will draw on relevant socio-economic, and environmental data, public and stakeholder feedback to develop the new strategic plan. The plan will be made widely accessible, and be presented and titled in a clear, accessible and engaging format, with residents as the key audience. This new strategic plan for Oxfordshire County Council will be used as the basis by which future performance will be evaluated and by which the council will report back to local communities and residents.

9. The new plan will be completed by end of March 2022 to 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.

10. Cabinet will consider the first report of the Budget and Business Planning process for 2022/23 at its meeting in October. This report will set out the context and background information as an early stage in the process that will culminate in council setting a Strategic Plan in February 2022 alongside a budget for 2022/23, a Medium-Term Financial Strategy and Capital Programme. The report will also include a process and timeline for both the Strategic Plan and the Budget and Business Planning process.

Consultation and Engagement

11. The development of a new strategic plan will be based upon public engagement and consultation. The draft plan will also form part of the formal budget consultation process prior to adoption of the budget by Council in February 2022. Consultation will be carried out utilising a variety of methods and approaches to ensure accessibility and engagement with a wide variety of stakeholders, including seldom-heard groups.

Financial Implications

12. The Council ended the 2020/21 financial year with a £5.9m underspend. This was added to General Balances, which stood at £34.6m on 1 April 2021. The performance measure for General Balances as set out in the Financial Strategy

approved by Council in February 2021 is that General Balances should be greater than or equal to the risk assessed level. The risk assessed level for 2021/22 is £28.8m. The cost of implementing actions to deliver on the new policy objectives during 2021/22 is not expected to impair the performance measure for General Balances.

13. Any proposals for additional funding in 2021/22 or which require a virement will be brought forward as part of the monthly Business Management reports to Cabinet for approval.

Comments checked by Lorna Baxter, Director for Finance.

Legal Implications

14. There are no legal implications arising from this report.

Comments checked by Anita Bradley, Director for Law and Governance.

Risk Management

15. There are no immediate risks arising from this report.

Impact Assessments

Climate	No immediate impact arising from this report. The development of the new strategic plan and its accompanying actions will include action to address the climate emergency and a full impact assessment will be included in the final proposals.
Young People	No immediate impact arising from this report. The development of the new strategic plan and its accompanying actions will include specific consultation and engagement with children and young people to reflect their concerns and ambitions within the new plan.
Equalities, Diversity and Inclusion	No immediate impact arising from this report. The development of the new strategic plan and its accompanying actions will include specific consultation and engagement with all sections of the community. A full equalities impact assessment with regards to budget priorities will be included in the final proposals.

Yvonne Rees
Chief Executive

Annexes Annex 1: Let's Begin the Conversation - A Fair Deal for Oxfordshire

Contact Officers:	Yvonne Rees - Chief Executive
	Claire Taylor, Corporate Director Customers, Organisational Development & Resources

July 2021

This page is intentionally left blank

CABINET REPORT - 20th July

BUSINESS MANAGEMENT AND MONITORING REPORT
April & May 2021

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

RECOMMENDATIONS

a. To note April and May 21 business management and monitoring report.

b. To approve the virement set out in Annex C- 2b and note virements set out in Annex C-2c;

c. To approve the bad debt write off set out in paragraph 44 of Annex C

Executive Summary

1. This report sets out Oxfordshire County Council's (OCC's) progress towards Corporate Plan priorities for 2021/22 – April and May 2021. This Cabinet report will concentrate on the latest performance and risk position (May 21) however attached are both the April and May 21 performance tables and April and May 21 Leadership Risk registers.

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 five annexes:
   a. Annex A.1: Performance April 21
   b. Annex A.2: Performance May 21
   c. Annex B.1: Leadership Risk Register April 21
   d. Annex B.2: Leadership Risk Register May 21
   e. Annex C : Finance May 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

6. The continuing impact of the coronavirus (COVID-19) pandemic on the Council's performance can be seen in this report. The majority of officers continue to work from home, other than those whose work requires otherwise, in those cases the appropriate risk assessments are taken and government guidelines are followed. We are proud of the quick and efficient response delivered by our services to support our communities and the new regulations given during the pandemic.

7. This report helps to demonstrate some of the ways in which the Council is taking climate action for a thriving Oxfordshire. In April 2019, councillors unanimously agreed to take greater action on carbon emissions, including calling on the Leader to set an ambitious target to become carbon neutral by 2030 for our own estate and activities. Since then services are taking action working across all our main areas of influence: our schools, our supply chain, our policy making and our partnerships. This report shows progress towards our ambitions to reduce carbon emissions, improve transport networks and support healthy communities as part of our commitment to tackle climate change. Additionally, an Annex will be added to this paper quarterly to report on our progress against the Climate Action framework.

8. The report also supports our commitment to inclusion and equality, which is enshrined in the Council's vision of "Thriving communities for everyone in Oxfordshire" and the agreed Equalities, Diversity and Inclusion Framework, Including Everyone. We will be reporting our progress towards our equalities commitment in an annex to be presented quarterly as part of the Business Management and Monitoring report.

Progress towards delivery of Oxfordshire County Council's Corporate Plan

9. 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.

10. This year's Outcomes Framework includes 6 outcomes, 26 Indicators (1 Annual, 3 Quarterly and 22 Monthly) and 98 measures (1 Annual, 12 Quarterly, 85 reported Monthly).

11. 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.

12. 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 May 2021 the 22 monthly indicators were rated as follows:

	May	May %	YTD	YTD %
Green	11	50%	12	55%
Amber	4	18%	4	18%
Red	7	32%	6	27%

13. The information below provides a snapshot of progress towards Corporate Plan outcomes during May 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..1April 21 and Annex A.2 May 21.

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

Performance highlights

- The FixMyStreet interface communicates with the public, defining the parameters of 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 April and May was 1,790. 54% are made up of:
    - 475 (27%) now repaired
    - 365 (20%) don't warrant immediate action but have been placed onto our longer-term planning programme (Dragon, Drainage, resurfacing programmes)
    - 127 (7%) waiting for Milestone to repair
    - The remaining 46% represents:
    - 454 (25%) did not meet our intervention criteria
    - 213 (12%) are still awaiting a decision from officers
    - 98 (5%) were duplicates of other reports
- The Customer Contact Centre (now Customer Experience Function) undertakes a customer satisfaction survey one week every month. May's satisfaction survey obtained feedback from 65 customers, from those 95.38% were happy with the service they received from Customer Services. 1.54% where Neutral, 3.08% was dissatisfied. Also, 96.92% of customers where happy with the experience they received from individual officers.

Areas for improvement

- During May, the Customer Experience Function received 12,931 inbound calls, down 80 (0.6%) against April, and made 6,446 outbound calls. The abandonment rate increased slightly to 13.36% against a target of 10%.

  Contacts for Blue Badge and Concessionary Bus Passes fell slightly in May, but still up 164% from May 2020.

  Calls to Adult Social Care (ASC) decreased in April compared to March – down 6%. Compared to April 2020, they are up 37%. This month on month change reflects the volatility of the demand and queries linked to ASC. We can anticipate further changes as the longer term impact of Covid is realized and also the impact of the

transformation of the overall ASC pathway 'The Oxfordshire Way'.

Calls to Children Social Care decreased by 21% compared to March 2021. Staff were also assigned to assist with User Acceptance Testing (UAT) for the new telephony platform, 8x8, which Customer Services are due to launch in June 2021.

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**	**RAG**	**Change since last report**
Our services improve	1. Improvement Following Audit or Inspection	Green	No Change
	2. Listening to residents	Green	Amber
We deliver value for money	3. The Council is financially resilient	Red	No Change
	4. Effective financial management and governance	Green	No Change

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

Performance highlights

- Nominations are open for Oxfordshire's "Covid-19 heroes" awards. Since its launch in April the nominations have been steadily rising in May. The new High Sheriff for Oxfordshire, Imam Monawar Hussain, is inviting award nominations to honour those who have played an important role in the county's local response to the pandemic.

Areas for improvement

- During May, 130 people were signposted to health services via formal conversations in libraries; against our 150 monthly targets, our performance has been below that target in part due to ongoing restriction of opening hours across all branches and reduced footfall due to Covid-19.

- In May 79.52% of emergency call attendance were made within 11 minutes and 88.77% were made in 14 minutes. Both short of the 80% and 90% targets respectively. The service continues to work hard to maintain response standards, as we are seeking a change in the historical figures due to a change in the way we report an incident in and out of scope, this is highlighted within the data set in comparison to last year. Incident attendance times are challenged when identified as missing the target times - this is complimented by the Resource Management Team reviewing the appliance availability at key stations and areas on a daily basis to ensure we have the right resource in the right places. Our average response time for the year to date is 8 minutes 27 seconds.

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**	**RAG**	**Change since last report**
People are helped to live safe and healthy lives	5. Numbers of people helped to live safe and healthy lives	Red	Green
	6. Timeliness of emergency response	Amber	Red

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

- In line with our priority of putting residents Wellbeing first, people in Oxfordshire are being encouraged to take a step back and try and connect with nature during Mental Health Awareness Week (10 to 16 May 2021). The theme this year is how people can rediscover the fundamental human need to connect with nature.

- In May 2,833 visits to Heritage services (Museum of Oxford) has exceeded expectations due to good weather and stronger than anticipated local support.

- Number of physical visits to Libraries has increased from 33,341 last month to 49,062 in May. This figure is nearly double the monthly target of 25,000. This can be contributed to the fact that lockdown measures have eased, and public confidence is returning.

Areas for improvement

- In May 2021 a further 350 LED lanterns were installed (against a monthly 400 target), raising the total number of assets now fitted with LED lanterns to 20,160. This means that 33.8% of the streetlights within the County are now fitted with efficient LED equipment.
  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 690 lanterns installed leaves 12,637 still to be carried out to meet the annual target. The remaining 12,637 lanterns are programmed in for delivery before March 22 at which point the 55% target will have been met.

- The indicator "Conditions of highways is reporting" Amber for May and year to date. The annual plan target for 2021 total surfacing programme has been calculated as 3% of the total network (excluding patching). As at 31st May, 1.78% of the total network has been resurfaced (cumulative rate) and is on track against the target of 3%. The rate for May (32.8%) is slightly below the monthly target (37.9%), as some of the schemes are expected to be finishing in early June.

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**	**RAG**	**Change since last report**
Our quality of life in Oxfordshire is enhanced	8. Condition of highways	Amber	Green
	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	Red	No Change
	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	N/A

Please note that indicator 13 Household waste re-used, recycled or composted is reported one month in arrears, as a consequence, there is no data for comparison from last report.

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

Performance highlights

- As part of our commitment to support all our children and young people to achieve educational outcomes, in May, Children, Education and Families Service had a week-long inspection of the youth justice service. This focused on the experience of black and mixed heritage boys. Inspectors were positive about the quality of casework, interventions and pre-sentence reports and fed back that management oversight was strong. There was positivity about the strong partnership arrangements. A report covering all the local authorities visited will be published in the autumn.

- During May Children, Education and Families services launched a new service. "Pause Oxfordshire", aiming to women who have experienced or are at risk of experience repeated pregnancies that result in children needing to be removed from their care. Women are offered intensive support delivered by skilled practitioners.

- School is one of the most important protective factors for children and young people. To help mitigate the impact of the pandemic on school attendance Children, Education and Families Service have focused significant effort and additional resources on supporting children to attend schools. This has had a significant impact on attendance and the momentum needs to be sustained going forward. Last

month the Department for Education published the first set of national absence statistics since the start of the pandemic. This covered the Autumn term 2020 and showed that overall and persistent absence rates in Oxfordshire were lower (better) than the national rates for all types of school - primary, secondary and special schools. This is the first time that absence rates in secondary schools have been lower (5.6%) than the national figures (5.7%).

- Children and their local communities are set to benefit from the expansion of the School Streets pilot scheme that kicked off in May 2021. Road closures and drop- off and pick-up times are being trialed during term time. School Streets aims to improve road safety to help boost cycling and walking and improve air quality. They are being delivered by Oxfordshire County Council together with participating schools, in partnership with walking and cycling charity Sustrans and backed by financial support from the government.

Areas for improvement

- Despite the positive inspection of the experiences of black and mixed heritage boys in the youth justice service, we are aware that black and mixed-race children are more likely to be referred into the children's social care system and the youth justice service. When we have looked at this, we have found that children from ethnic minority backgrounds are more likely to live in relative deprivation and this is driving their over-representation in children's services. As we look to support all children and young people to achieve improved health, wellbeing and educational outcomes; we must tackle economic inequalities for families from ethnic minorities.
- The number of contacts coming into the Multi Agency Safeguarding Hub (MASH) in May was 51% higher (2,294 number of contacts) than pre-Covid levels and social care assessments were 6% higher than target levels (1,516 number of contacts). The number of children we care for is slowly increasing and the number of children the subject of child protection plans increased last month. Looking across the last 6 months the number of children becoming cared for has started to rise and in the last 3 months those becoming the subject of a child protection plan has also begun to rise. Although it is very early it may be the first signs of the long-term effect of Covid and is adding to workload pressures.

- During May 57% of Education Health & Care Plans were completed within 20 weeks, not hitting the 59% monthly target. This drop in performance has been driven by an increase in demand. So far this calendar year (Jan to the end of May 21) requests for assessments are 12% higher than the same period in 2020 and 15% higher than Jan to the end of May 2019

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**	**RAG**	**Change since last report**
Children are given a good start in life	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	Green	No Change
	18. Timeliness completing Education, Health &Care Plans	Amber	Green

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

Performance highlights

- We are a low spending authority per head of population on adult social care – in part reflecting the relative health and wealth of our population. We support the same rate of adults with long term social care as demographically similar authorities with high quality services. The quality of service providers as monitored by Care Quality Commission is better than national – 94% are good or outstanding compared to 84% nationally. Each year we take part in a national satisfaction survey, in February 2021 89% of people were satisfied with services; 6% are neither satisfied nor dissatisfied and 5% are dissatisfied.

- As part of our focus on cooperative and community provision in social care, we support people to live independently in their homes for as long as possible. In May 87% of younger adults (18-64) are supported in their own homes rather than a care home; but more older people (65+) are supported in care homes. This is being addressed in part by stimulating the home care market and developing extra care housing.

Areas for improvement

- Despite being a low spending authority, the unit cost of support is higher than comparable systems, though we are working to manage costs robustly. Covid led to more requests for support last year, but most requests did not lead to people needing on-going council funded social care. Three key priorities for this year are
  - Transforming the response citizens receive at the council's front door.
  - Ensuring people receive services to support their independence – including support to informal carers.
  - When people need long term care they can live in their own home for as long as possible

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**	**RAG**	**Change since last report**
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

- To improve landscape-scale nature recovery across the county, delivery of the number of highway trees surveyed 4-year inspection programme is in place. 44% of the planned annual programme for inspecting 72 parishes has been completed as at end May 2021.
  Performance indicators and potential alignments with other indicators for the Tree Service are being reviewed to look at options to provide further information on the value of the service.

- Announced in May, bus passengers in Thame are set to benefit from an improved service due to Oxfordshire County Council working with local operator Redline Buses. Thanks to Increased investment in an inclusive, integrated, county-wide active and sustainable travel network the current service 120 route from Aylesbury to Haddenham in Buckinghamshire is being extended to Thame town centre. It will serve some residential areas of the town that have seen little or no bus coverage in recent years.

Areas for improvement

- In accordance with tackling the Climate Emergency, during May 61% of the Climate Action Programme priority actions were reported green, which sits below the 70% target. Work is continuing on the One Fleet project, which will play an important role in fleet rationalisation and electrification. Electric Vehicle Salary Sacrifice scheme being mobilised to reduce emissions associated with staff business travel and commuting. Issues in following projects are being actively managed by project managers:
  - May delivery target for Green Homes Grant retrofits missed due to delay of issue of funding by the Dept of Business Energy Industrial Strategy and sign off of procurement exemption
  - Active Travel Oxford schemes under review, due to challenges and increased costs.

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**	**RAG**	**Change since last report**
Everyone has access to good homes and jobs	22. Infrastructure delivery supports growth	Green	No Change
	23. Number of new homes	Red	No Change
Businesses are able to grow and develop	24. Support for a strong local economy	Red	No Change
People and communities Have excellent transport	25. Levels of disruption to journeys	Green	No Change

Risk Management

14. 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.

15. The Council's Leadership Risk Register (see Annex B) forms the basis of our COVID-19 risk management approach.

16. 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, 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	↔	22/06/2021 - Potential impact, controls, control assessment, mitigating actions and comments
LR2	Safeguarding of vulnerable children	15 Medium Risk	↔	22/06/2021 - Potential impact, controls, control assessment, mitigating actions and comments
LR3	High needs block funding	15 Medium Risk	↔	22/06/2021 - Potential impact, controls, control assessment, mitigating actions and comments
LR4	Safeguarding of vulnerable adults	10 Medium Risk	↔	25/06/2021 - Mitigating actions updated.
LR5	Demand management - Adults	12 Medium Risk	↔	21/06/2021 – Risk reviewed, no changes.
LR6	Capital Infrastructure Programme Delivery	10 Medium Risk	↔	15/06/2021 - Comments updated.
LR7	Local resilience, community resilience, cohesion	8 Medium Risk	↔	25/04/2021- Risk fully reviewed, no changes.
LR8	Management of partnerships (non-commercial)	6 Low Risk	↔	24/06/2021 - Risk reviewed, no changes.
LR9	Supply chain management	8 Medium Risk	↔	11/06/2021 - Risk reviewed, no changes.
LR10	Corporate governance	2 Low Risk	↔	21/05/2021 - Risk reviewed, no changes.
LR11	Workforce management	9 Medium Risk	↔	24/06/2021 - Comments updated.
LR12	Organisational Change and Service Design	12 Medium Risk	↔	18/06/2021 - Comments updated.
LR13	Financial resilience	10 Medium Risk	↔	24/06/2021 - Mitigating actions and comments updated
LR14	Health and Safety	8 Medium Risk	↔	23/06/2021 - Comments updated
LR15	Business Continuity and recovery plans	8 Medium Risk	↔	24/06/2021 - Inherent probability, controls and mitigating actions updated.
LR16	Cyber security	12 Medium Risk	↔	24/06/2021 - Comments updated.
LR17	ICT Infrastructure	8 Medium Risk	↔	24/06/2021 - Comments updated.
LR18	Covid-19. Assurance that the Council can maintain and initiate new services and support to those impacted by the coronavirus	9 Low Risk	↓	24/06/2021 - Risk name, description, potential impact, probability, controls, risk score and mitigating actions updated.
LR19	County Election May 2021	8 Medium Risk	↔	27/06/2021 – Risk closed
LR20	Construction, Resources and Skills Shortages	16 High Risk	New	New Risk 25/06/2021

17. The table above provides a summary of the Council's leadership risks at 27th June 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, and in summary in the table below. Higher scores indicate more significant risks: in OCC a score of 25 is the highest possible.

18. During April 2021 as part of the annual review, a full review of the leadership risk register was completed in view of the new financial year; structural changes were made to some of the existing leadership risks and the numbering has been reorganised to reflect previously deleted risks. One new risk has been added "LR3 High needs block funding".

19. There was one score change during May "LR18 Covid-19 - Assurance that the Council can maintain and initiate new services and support to those impacted by the coronavirus" decreased its score to 9 Low Risk. One new risk added LR20 Construction Resources and Skills Shortages with a residual score of 16 (High Risk). Also, one risk has been deleted from the Leadership Risk Register LR19 County Elections May 21.

Financial Management

Summary of the Council's financial position

20. This report is the first financial monitoring information for the 2021/22 financial year and covers the period up to the end of May 2021. This report is on an exception basis, focusing on key risk areas identified from issues in 2020/21, known issues for 2021/22, and areas of emerging pressures.

21. The table below sets out the overall forecast position for 2021/22. At this early stage in the year, an underspend of £0.4m is reported. This reflects the ongoing impact of pressures and vacancies reported within the directorates at the 2020/21 year end position. Further detail is set out in the relevant directorate sections in Annex C. Where variations to be 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	139.0	139.0	0.0	0.0
Adult Services	197.7	197.7	0.0	0.0
Public Health	0.2	0.2	0.0	0.0
Environment & Place	61.1	62.1	1.0	1.6
Customers, Organisational Development & Resources	33.3	33.0	- 0.3	- 0.9
Commercial Development, Assets and Investments	50.3	49.2	- 1.1	- 2.2
Total Directorate Budgets	**481.6**	**-293.6**	**- 0.4**	**- 0.1**
Corporate Measures	**- 481.6**	**-481.6**	**0.0**	**0.0**
Total Forecast Position	**0.0**	**- 0.4**	**- 0.4**	

22. General Balances at 31 March 2021 were £34.6m and are forecast to be £35.0m by 31 March 2022, due to the current forecast directorate underspend of £0.4m. This compares to the risk assessed level of £28.8m for 2021/22 which is equivalent to 6.0% of the net revenue budget.

23. The 2021/22 budget includes planned directorate savings of £16.1m. At this early point of the financial year £12.1m or 75% are expected to be delivered by year end. £4.0m or 25% are rated amber. Updates will be included in future reports.

24. See Annex C for further details and commentary.

CLAIRE TAYLOR Corporate Director for Customers, Organisational Development and Resources	**LORNA BAXTER** Director of Finance

Contact Officers:

Louise Tustian, Head of Insight and Corporate Programmes – 07741 607452

Hannah Doney, Head of Corporate Finance – 07584 174 65

Annex A.1- Performance April

We listen to our diverse residents to ensure that we can continuously improve our services and provide value for money

Status of Indicators	30/04/2021
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
OCC01.01 % actions dealt with on time after external inspection by Ofsted, CQC, HM ICFRS	Stephen Chandler	Cllr J Hannaby	60%	60%	★	Of the 10 actions required, 6 have been closed. We expect to close 1 more in Q1, 2 in Q3 of 21/22 and the last in Q4 2022.
OCC02.01 Proportion of potholes reported on FixMyStreet that require OCC action	Bill Cotton	Cllr T Bearder	55%	50%	★	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. Total public enquiries recorded on FixMyStreet in relation to pothole and other carriageway issues in April was 1,121. 55% are made up of: • 303 (27%) now repaired • 236 (21%) don't warrant immediate action but have been placed onto our longer-term planning Programme (Dragon, Drainage, resurfacing programmes) • 77 (7%) waiting for Skanska to repair The remaining 45% represents: • 274 (24%) did not meet our intervention criteria • 119 (11%) are still awaiting a decision from officers • 75 (7%) were duplicates of other reports • 37 (3%) were the responsibility of other organisations 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.

Annex A.1 Performance April

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC02.02 Increase the number of FixMyStreet Super-user volunteers from among members of the public	Bill Cotton	Cllr T Bearder	4	4	★	Following on from a successful online Teams SuperUser (SU) training pilot in March, we are now moving forward with booking in monthly FixMyStreet (FMS) training sessions for the Towns/Parish volunteers that have been on our waiting list to be trained. This month another 4 SU's have been trained successfully. The Highway officer/Volunteer coordination team have also agreed some small changes/improvements to the training content. We are now booking up for May/June's training sessions. We are also looking to increase the scope of the defect options available to the FMS SU's to authorise. This development would start with a pilot to ascertain ease of use and value.
OCC 02. 03 Increase resident satisfaction with service received via calling customer Service Centre	Mark Haynes	Cllr G Phillips	96%	85%	★	The Customers Service Centre undertakes a customer satisfaction survey one week every month. Latest satisfaction survey – April – 69 customers surveyed - 89.86% were happy with the service they received from Customer Services. 2.9% where Neutral.1.44% was very dissatisfied. 98.55% of customers where happy with the experience they received from individual officers.
OCC 02. 04 Increase the % of callers whose enquiry is resolved at first point of contact	Mark Haynes	Cllr G Phillips	42%	75%	▲	5,279 contacts recorded from all channels. 4,764 contacts (42%) were resolved at first point of contact.
OCC02.05 Reduce the % of calls to the Customer Services Centre which are abandoned by the caller	Mark Haynes	Cllr G Phillips	11%	10%	▲	During April, the Customer Service Centre received 12,851 inbound calls, down 2,624 (17%) against March, and made 6,856 outbound calls. The abandonment rate increased slightly to 10.6%. School Admissions remained high due to Primary Allocation day; however, calls were lower than Secondary Allocation Day in March. The team received 1,547 calls and answered 86.5% (1,339). Registration remains consistent with previous months, low 1,500 calls as a combined service. Contacts for Blue Badge and Con cessionary Bus Passes increased during April due to the easing of lockdown. Blue Badge contact was up 8% compared to March 2021. Concessionary Fare s was up 26% compared to March 2021. Calls to Adult Social Care decreased in April compared to March –down 6%. Compared to April 2020, they are up 37%. Calls to Children Social Care decreased by 21% compared to March 2021.
OCC 02. 07 Customer satisfaction with Registration Service	Mark Haynes	Cllr N Fawcett	97%	90%	★	Positive comments received. Couple of examples below: I could NOT have asked for a better set of people on this special day. They were all amazing! Probably the most secure and well explained place I have been.
OCC 03. 01 Overall forecast revenue variance across the Council	Lorna Baxter	Cllr C Miller	0.0%	0.0%	★	
OCC03.02 Achievement of planned savings	Lorna Baxter	Cllr C Miller	94. 00	95. 00	●	

Annex A.1 Performance April

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC 03.03 General balances are forecast to remain at or above the risk assessed level	Lorna Baxter	Cllr C Miller	£34,600,000	£28,800,000	★	
OCC 03.05 Net increase in in-house foster placements (excl kinship)	Kevin Gordon	Cllr L Brighouse	0. 00	1. 70	▲	One new foster carer and one person leaving in the month
OCC 04.01 Directorates deliver services and achieve planned performance within agreed budget	Lorna Baxter	Cllr C Miller	1. 0	0. 9	★	
OCC04.02 Total outturn variation for the dedicated schools grant (DSG) funded services	Lorna Baxter	Cllr C Miller	0.0 %	0.0 %	★	
OCC 04.03 Use of non- DSG revenue grant funding	Lorna Baxter	Cllr C Miller	100%	95. 0 0%	★	
OCC04.05 % of agreed invoices paid within 30 days	Lorna Baxter	Cllr C Miller	96.59%	95. 0 0%	★	Performance relates to invoices paid via the IBC purchase order system; feeder systems are not currently included. From May Social Care invoices paid via social care finance system will be included.
OCC 04 . 06 Invoice collection rate - Corporate Debtors	Lorna Baxter	Cllr C Miller	92.87%	92. 0 0%	●	
OCC04.07 Debt requiring impairment Corporate Debtors	Lorna Baxter	Cllr C Miller	£300,000	£300,000	★	There has been a slight reduction this month. This figure can fluctuate quite widely and is dependent on whether there are any high value disputes. There are no new high value disputes this period.
OCC04.08 Debt requiring impairment - ASC contribution debtors	Lorna Baxter	Cllr C Miller	£3,000,000	£2, 700, 000	●	
OCC 04 . 09 Average cash balance compared to forecast average cash balance	Lorna Baxter	Cllr C Miller	£599,519,000	£428,000,000	●	The "actual" figure for the month is a forecast position for the entire financial year as at the reporting month end.
OCC04 . 10 Average interest rate achieved on in-house investment portfolio	Lorna Baxter	Cllr C Miller	0.58%	0. 58 %	★	
OCC 04 . 11 Average annualised return achieved for externally managed funds	Lorna Baxter	Cllr C Miller	3.75%	3. 75 %	★	
OCC 04 . 13 Invoice collection rate -ASC contribution debtors	Lorna Baxter	Cllr C Miller	91.69 %	92.00 %	●	

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

Status of Indicators	30/04/2021
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
OCC05.01 Number of vulnerable children and adults helped to live more secure and independent lives	Rob MacDougall	Cllr N Fawcett	55	513	▲	The COVID-19 restrictions are impacting significantly in this area. With only a two-week term in April and online attendance, figures are lower than usual for Fire Cadets. As per the roadmap we have in place we plan to return to meeting outside from 17 May with COVID secure procedures in place, we hope this will increase attendance.
OCC 05 . 03 50% increase in all cycle journeys within Oxford for all purposes by 2031	Bill Cotton	Cllr P Sudbury	NA	NA		Data collation is planned for May/June 2021 once lockdown restrictions have been eased. Service 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. 2015/17 baseline for LCWIP: 306,000 trips 2031 LCWIP target: 460,000 trip s 2021 /22 target: 350 , 000 • Updates included in the service level dashboards and in the Unity system for Corporate Performance Team's reference. • Updates to be excluded from the April '21 corporate Business Management & Monitoring Report for CEDR and Cabinet at this stage. This is due to 2021 figures being released later in the year.

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC05.04 % of people cycling for travel at least 3 times a week from Active Travel Survey	Bill Cotton	Cllr P Sudbury	-	NA	-	Similar to the commentary for measure ref 5.03, we have a 2015/17 baseline figure for Oxfordshire. 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 to should be. 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) • Updates included in the service level dashboards and in the Unity system for Corporate Performance Team's reference. • Updates to be excluded from the April '21 corporate Business Management & Monitoring Report for CEDR and Cabinet at this stage. This is due to 2021 figures being released later in the year.
OCC05.05 Number of people sign posted to health services via informal conversations in libraries	Ansaf Azhar	Cllr N Fawcett	95	50	★	Number reported is better than expected due to increase of Libraries opening during the latter stages of Lockdown
OCC06.01 More people alive due to 365 Alive prevention, protection and emergency response activity	Rob MacDougall	Cllr N Fawcett	65	89	▲	We have reviewed our scope and target in this area for 2021- 22, focusing on our partnership work with South Central Ambulance to save people from medical emergencies. This comprises effecting entry for medical cases and co- responding, both on behalf of SCAS. There was one road fatality in April and our figures for rescuing people from fires and non-fire incidents are good.
OCC06.02 % of emergency call attendances made within 11 minutes	Rob MacDougall	Cllr N Fawcett	75.06%	80.00%	●	We continue to work hard to maintain our response standards, we are seeing a change in our historical figures due to a change in the way we report on incident in and out of scope, this is highlighted within the data set in comparison to last year. Incident attendance times are challenged when identified as missing the target times - this is complimented by our Resource Management Team reviewing our appliance availability at key stations and areas on a daily basis to ensure we have the right resource in the right places.
OCC06.03 % of emergency call attendances made within 14 minutes	Rob MacDougall	Cllr N Fawcett	88.33%	95.00%	●	We continue to work hard to maintain our response standards, we are seeing a change in our historical figures due to a change in the way we report on incident in and out of scope, this is highlighted within the data set in comparison to last year. Incident attendance times are challenged when identified as missing the target times - this is complimented by our Resource Management Team reviewing our appliance availability at key stations and areas on a daily basis to ensure we have the right resource in the right places.

Annex A.1 Performance April

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	30/04/2021
OCC08 Condition of highways: Status	★
OCC09 Participating in cultural service : Status	★
OCC10 Reduction in carbon equivalent emissions from OCC's	▲
OCC11 Reduced carbon impact of our transport network: Status	★
OCC12 Air quality: Status	★
OCC13 Household waste reused, recycled or composted: Status	-

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC08.01 Defects posing immediate risk of injury are repaired with 24 hours	Bill Cotton	Cllr T Bearder	96%	100%	●	Cumulative rate and covers all defects April 2020 to March 2021 . Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources. April data will be reported in the May report.
OCC08.02 Defects creating potential risk of injury repaired within 28 calendar days	Bill Cotton	Cllr T Bearder	99%	90%	★	Cumulative rate and covers all defects April 2020 to March 2021 . Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources. April data will be reported in the May report.
OCC08.03 Kilometers of highway resurfaced	Bill Cotton	Cllr T Bearder	47	42	★	The annual plan target for 2021 total surfacing programme has been calculated as 3% of the network (excluding patching). As at 30th April, 1.05% of the network has been resurfaced and is therefore on track.
OCC09.01 Number of visits to Heritage services (Museum of Oxford), local History &VCH inc outreach	Mark Haynes	Cllr N Fawcett	58. 00	40. 00	★	History Service visitor numbers were above target for the two weeks since it re-opened. Museum Service is not re-opening until 17th May.
OCC09.02 Number if active borrower (users who have borrowed at least on item during year)	Mark Haynes	Cllr N Fawcett	31, 319. 00	30, 000. 00	★	Active borrowers as with visits is better than expected due increase in number of libraries reopening earlier than expected.
OCC09.03 Digital engagement with Heritage Services social media reach, website hits & e-mail	Mark Haynes	Cllr N Fawcett	103, 939 . 00	105, 000 . 00	★	Shift of focus and resources to preparing to re-open services may have resulted in digital engagement figures being slightly less than targeted.
OCC09.04 Number of physical visits to Libraries	Mark Haynes	Cllr N Fawcett	33, 341. 00	10, 000. 00	★	Better than expected recovery from Covid and an increase in opening of Libraries.
OCC09.05 Number of library issues books, DVD, CD's, E-books & audio	Mark Haynes	Cllr N Fawcett	96, 892. 00	30, 000. 00	★	The opening of more libraries than anticipated has resulted in a most favorable figure
OCC09.06 Digital engagement with library services (social media reach, website hit, library app)	Mark Haynes	Cllr N Fawcett	178, 472 . 00	175, 000 . 00	★	A good understanding of digital engagement has been gained throughout lockdown and the figure as a result is on target
OCC09.07 Number of children & young people accessing the Music Service	Mark Haynes	Cllr N Fawcett	5, 140. 00	5, 122. 00	★	The access to music for this period was as a result of good communication with our customer base for digital lessons during the COVID19 pandemic and the relaxation of some Covid restrictions to allow limited face to face lessons to start.

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC10.02 No. of streetlights fitted with LED Lanterns by March 2022	Bill Cotton	Cllr T Bearder	340. 00	390. 00	●	In April 2021 a further 340 LED lanterns were installed (as per the programme), raising the total number of assets now fitted with LED lanterns to 19,810. This means that 33.2% of the streetlights within the County are now fitted with efficient LED equipment. 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 progress of 340 lanterns installed leaves 12,987 still to be carried out to meet the annual target. The remaining 12,987 lanterns are programmed in for delivery before March 22 at which point the 55% target will have been met. The overall programme (both energy and conversion numbers) is expected to be delivered on target despite being behind where we had planned to be when the project began. The programme to catch up this year is on-track with the number of LED conversions planned to significantly ramp up from September.
OCC10.04 Reduce ops estate (excluding schools) CO2 emissions per net floor area (tonnes CO2 /m2)	Steve Jorden	Cllr P Sudbury	-	-	-	Work is in hand to set a benchmark for this KPI through establishing the precise definition of those buildings which are in scope set against energy records for 19/20 that discount abnormal factors arising during the covid pandemic.
OCC10.05 Total number of electric vehicles charging points by end of March 2022	Tim Spiers	Cllr P Sudbury	0	0	-	Updated numbers in May report
OCC11.01 % of highway maintenance construction, demolition & excavation waste diverted from landfill	Bill Cotton	Cllr T Bearder	96%	90%	★	Rate is the average for April 2020 to March 2021. Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources. April data will be reported in the May report.
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.
OCC13.01 Total % of household waste which is reused, recycled or composted	Bill Cotton	Cllr P Sudbury	-	NA	-	The performance updates for the 2020/21 year end position have been reported in the March 2021 Business Management and Monitoring report as an appendix. Please note data for these measures is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system there are a high number of variables. April data will be reported in the May report.
OCC13.02 % of household waste recycled	Bill Cotton	Cllr P Sudbury	-	NA	-	The performance updates for the 2020/21 year end position have been reported in the March 2021 Business Management and Monitoring report as an appendix. Please note data for these measures is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system that has a high number of variables. April data will be reported in the May report.

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC13.03 % of household waste composted	Bill Cotton	Cllr P Sudbury	-	NA	-	The performance updates for the 2020/21 year end position have been reported in the March 2021 Business Management and Monitoring report as an appendix. Please note data for these measures is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system that has a high number of variables. April data will be reported in the May report.
OCC13.04 % of household waste reused	Bill Cotton	Cllr P Sudbury	-	NA	-	The performance updates for the 2020/21 year end position have been reported in the March 2021 Business Management and Monitoring report as an appendix. Please note data for these measures is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system that has a high number of variables. April data will be reported in the May report.
OCC13.05 % of Household waste sent to landfill (forecasted end of year position)	Bill Cotton	Cllr P Sudbury	-	NA	-	The performance updates for the 2020/21 year end position have been reported in the March 2021 Business Management and Monitoring report as an appendix. Please note data for these measures is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system that has a high number of variables. April data will be reported in the May report.
OCC13.06 % of Household waste recycled, composted, re-used at Household Waste Recycling Centers	Bill Cotton	Cllr P Sudbury	-	NA	-	The performance updates for the 2020/21 year end position have been reported in the March 2021 Business Management and Monitoring report as an appendix. Please note data for these measures is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system that has a high number of variables. April data will be reported in the May report.
OCC13.07 Average weight of waste produced per household in Oxfordshire	Bill Cotton	Cllr P Sudbury	-	NA	-	This is a new measure added to the 2021/22 OCC Outcomes Framework. Please note data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources. April data will be reported in the May report.

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

Status of Indicators	30/04/2021
OCC15 We provide help early on so children are less likely to be in need:	▲
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
OCC15.01 Number of contacts into the MASH	Kevin Gordon	Cllr L Brighouse	1,919.00	1,516.00	▲	Volume of contacts into the MASH 27% higher in April than pre Covid levels. This is managed by council funding of 7 additional staff to help manage workload
OCC15.02 Number of early help assessments	Kevin Gordon	Cllr L Brighouse	164.00	167.00	●	Figure just (4) below target for the month, but the period included Easter holidays which historical reduce the number of assessments
OCC15.03 Number of early help assessments completed by health visitors	Ansaf Azhar	Cllr M Lygo	10. 00	17. 00	▲	This is the first month this has been monitored in this form. Work will take place to increase the numbers completed by health visitors
OCC15.04 Number of social care assessments	Kevin Gordon	Cllr L Brighouse	463.00	605.00	★	
OCC16.01 Number of children we care for	Kevin Gordon	Cllr L Brighouse	789.00	772.00	▲	The number of cared for children is rising marginally as fewer children are leaving the cared for system as there have been delays in courts sitting during the pandemic
OCC17.01 Number of child protection plans	Kevin Gordon	Cllr L Brighouse	466.00	500.00	★	Number of child protection plans is tracking above target for this period.
OCC18.01 % of Education Health & Care Plans completed within 20 weeks	Kevin Gordon	Cllr L Brighouse	60.00%	59.00%	★	The completion of education, health and care plans is tracking green for this period.
OCC19.01 Number of electively home educated children	Kevin Gordon	Cllr L Brighouse	930.00	n/a	-	Measure is to be monitored only. Though some people proactively choose to home educate their children there can be occasions when home education reflects people's view on services or where can mean vulnerable children are not seen by professional staff
OCC19.05 Mainstream total number of children with transport in month - inc Mileage& Season Tickets	Bill Cotton	Cllr T Bearder	7 ,336	n/a	-	The reported rate for April is back to normal levels with children returning to schools from March. Service are reviewing revised measures to support the reporting for this indicator, and21/22 targets are to be confirmed.
OCC19.06 Number of Special Education Needs children who (need(ed) transport in-month	Bill Cotton	Cllr T Bearder	1 ,117	n/a	-	Rates have remained consistent and stable for April and previous months indicating a return to some form of normality for demand of transport. Service are reviewing revised measures to support the reporting for this indicator, and21/22 targets are to be confirmed.

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

Status of Indicators	30/04/202 1
OCC20 Number of people with control over their care: Status	●
OCC21 People needing social care are supported to stay in their own homes:	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC20.01 % of people with safeguarding concerns who define the outcomes they want	Stephen Chandler	Cllr J Hannaby	96.00%	90.00%	★	Activity has exceeded target for this month with a result of 96% against target of 90%.
OCC20.02 % of people receiving adult social care with a personal budget	Stephen Chandler	Cllr J Hannaby	89.00%	92.00%	●	Figure has dropped in the month. There are variations between teams. This will be investigated in the next month.
OCC20.03 % of people 65 plus using Adult Social Care services receiving a direct payment	Stephen Chandler	Cllr J Hannaby	23.00%	17.00%	★	Activity has exceeded target this month with a result of 17% against target of 23%.
OCC20.04 % of people under 65 using Adult Social Care services receiving a direct payment	Stephen Chandler	Cllr J Hannaby	42.00%	39.00%	★	Activity has exceeded target for this period with a result of 42% against target of 39%.
OCC20.05 Reduce number of older people needing placement in a care home to > than [illegible] per week	Stephen Chandler	Cllr J Hannaby	15. 00	61. 00	★	Number of people with control over their care is well within target for this period.
OCC20.01 Increase the number of home care hours purchased per week to 25,300 hours by March 2022	Stephen Chandler	Cllr J Hannaby	25,326. 00	24,874. 00	★	Measure has achieved against target for this period.
OCC21.02 Reduce by 10% the number of people aged 18-64 entering permanent residential care	Stephen Chandler	Cllr J Hannaby	1.00 %	3.25 %	★	Measure is above target, achieving 1% against a target of 3.25%.
OCC 21 . 03 % 18 -64 age service users with LD support, living on own or with family	Stephen Chandler	Cllr J Hannaby	91.70%	76.00%	★	Measure has achieved target for this period with a rate of 91.20% against a target of 76%.
OCC21.04 % of older people in long term care supported to live in own home	Stephen Chandler	Cllr J Hannaby	59.50%	57.00%	★	Tracking to target for this period.

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

Status of Indicators	30/04/2021
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
OCC22.01 Percentage of the Capital Programme delivered in line with budget	Bill Cotton	Cllr D Enright	23. 00%	7. 90 %	★	This measures the capital infrastructure major programme. 23% of the agreed programme for 21/22 has been spent or committed as at end of April 2021, and rate does not include any planned spend for the year. A number of major schemes across the programmes are forecast to enter into construction contracts in this financial year. Target of 95% is cumulative to March 2022.
OCC22.02 % of Climate Action Progra mme priority actions rated as green	Bill Cotton	Cllr P Sudbury	71. 00%	70. 00%	★	*Revised measure description: Percentage of Climate Action Programme priority actions rated as green* 71% of Climate Action Programme priority actions were rated as green in April. • Climate Action Programme governance fully in place, with Delivery Group now reporting on deliveryof 34 priority actions for 2021/22. • One Fleet integrated fleet management approach approved, which will play a central role in fleet electrification. • First draft of Social Value Policy for procurement under review, which will encourage contractors to demonstrate emission reductions along the supply chain. • Local Transport and Connectivity Plan zero carbon vision consultation completed. • Hydrogen and Mobility tasks forces convened aspart of Living Oxford; an innovation partnership supported by iHub. • Contract signed for delivery of Green Homes Grant funded retrofit of 150 homes in fuel poverty.

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC23.01 We support the delivery of new affordable housing starts by March 2022	Bill Cotton	Cllr D Enright	694. 00	1, 322. 00	▲	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 upin early years. COVID-19 also delayed approx. 600 units programmed for year three. The programme hasbeen extended to March 2022. The extended programme for the fourth year provides the capacityto deliver the agreed target and utilise the allocatedbudget from Ministry for Housing, Communities and Local Government (MHCLG). Discussions with (MHCLG) have led to a principled agreement that the programme will be extended to a fourth year with the possibility of further 5th year extension, on a scheme by scheme basis to ensure delivery of COVID delayed homes. In addition, MHCLG have agreed a revised competitive grant regime that will see Oxfordshire agreeing grant rateswith Homes England via a joint assessment process.This will be a national exemplar. MHCLG have received and approved a revised programme that willdeliver the Deal commitments for affordable housing. Please note the target of 1,322 new affordable housing starts is by end of March 2022. The statusof the overall programme remains amber and early Year 4 delivery aligns with expected position. Service are reviewing the frequency and indicative breakdown of expected completion for reporting in Unity, so that the status reporting better reflects activity. Update to follow in next month's report.
OCC24.01 No of businesses given support by trading standards intervention or via risks inspection	Rob MacDougall	Cllr N Fawcett	244. 00	278 . 00	●	There has been a reduced number of fire safety audits completed due to the lockdown restrictions; fire safety teams are now returning to normal ways ofworking so numbers will increase next month.
OCC24.02 Participation in innovation funding bids or new projects in support of Living Oxfordshire	Tim Spiers	Cllr D Enright	1.00	2.50	▲	No additional new projects were started in April. However 5 new bids were submitted in April. around climate change and EV projects. The outcome of these bids will be updated in June.
OCC25.01 Percentage of utility works that have passed inspections	Bill Cotton	Cllr N Fawcett	79. 0 0%	90. 0 0%	▲	From 881 sample A/B/C inspections conducted in April (including all follow up inspections) 697 passed. This equates to 79% pass rate. This is below the target of 90% and mainly due to one area with extensive failures by one company. The failures largely relate to the quality of the reinstatements. Action and this are being pursued through escalation with the company concerned and issuing of a fixed penalty notice. The issues with the one company are countrywide, and the Highway Authorities and Utilities Committee(HAUC) UK are working towards a National Improvement Notice for them.
OCC25.02 % of increase in days works on highways saved via the Council's duration challenges	Bill Cotton	Cllr T Bearder	-	NA	-	During April there were 12 saved days of works on the highway via the Council's duration challenges. Monthly rates need to be calculated as a percentage against baseline. Service is accelerating work with the IT supplier to identify and log the relevant data. Discussions with the system supplier and DfT data is expected to be available from June 2021.

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment
OCC25.03 Reduce the number of return repairs to the Council's own works	Steve Jorden	Cllr T Bearder	0. 13 %	5. 00 %	★	The reported rate is for April. 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 April there were 5 return repairs/visits to own works (NCDs). Total potholes fixed were 3,794.
OCC 25 . 04 Delivery of the 2021 - 22 Programme - number of highway trees surveyed within 4-year cycle	Bill Cotton	Cllr P Sudbury	36. 0 0%	8. 00 %	★	4-year inspection programme is in place. 36% of the planned annual programme f or inspecting 72 parishes has been completed as at end April 2021. Performance indicators and potential alignments with other indicators for the Tree Service are being reviewed to look at options to provide further information on the value of the service.
OCC25.05 % of frequent bus services departing within scheduled intervals	Bill Cotton	Cllr T Bearder	-	NA	-	The rate for this measure is not currently available due to methodology for the calculation needing to be confirmed. The service team are in the process of working with the bus companies to agree the methodology, confirm data availability and ensure alignment with the PIP (Punctuality Improvement Partnership) agreement. A meeting is scheduled end of May with the bus companies to review the reporting options and update to follow in June.

Annex A.2 - Performance May

We listen to our diverse residents to ensure that we can continuously improve our services and provide value for money

Status of Indicators	31/05/2021
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
OCC01.01 % actions dealt with on time after external inspection by Ofsted, CQC, HMICFRS	Stephen Chandler	Cllr J Hannaby	60%	60%	★	Of the 10 actions agreed, 6 have been completed, we expect to close 1 more in Q1, 2 in Q3 and the last in Q4 2022.	60%	60%
OCC02.01 Proportion of potholes reported on FixMyStreet that require OCC action	Bill Cotton	Cllr T Bearder	52%	50%	★	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. Total public enquiries recorded on FixMyStreet in relation to pothole and other carriageway issues in May was 669. 52% are made up of: • 172 (26%) now repaired • 129 (19%) don't warrant immediate action but have been placed onto our longer term planning programme (Dragon, Drainage, resurfacing programmes) • 50 (7%) waiting for Milestone to repair The remaining 48% represents: • 180 (27%) did not meet our intervention criteria • 94 (14%) are still awaiting a decision from officers • 23 (3%) were duplicates of other reports • 21 (3%) were the responsibility of other organisations 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.	54%	50%

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC02.02 Increase the number of FixMyStreet Super-user volunteers from among members of the public	Bill Cotton	Cllr T Bearder	4	4	★	The online training continues to progress well, with slight improvements following each session. 4 Super-User's have been trained in May. Service are still working through the waiting list, and aiming to promote the scheme again from July. Service are also working toward the introduction of Saw Cut repairs as an option for the SU's. This will provide a more cost-effective method of repairs for certain defects within the CAT2 criteria. Before any addition is made to the SU options list, advise and training will be provided to the SU's. In early stages we will monitor the use of this option and ensure it is correctly applied.	8	8
OCC02.03 Increase resident satisfaction with service received via calling customer Service Centre	Mark Haynes	Cllr G Phillips	95%	85%	★	The Customers Service Centre undertakes a customer satisfaction survey one week every month. Latest satisfaction survey – May – 65 customers surveyed 95.38% were happy with the service they received from Customer Services. 1.54% where Neutral. 3.08% was very dissatisfied. 96.92% of customers where happy with the experience they received from individual officers. The Year to Date result for this measure is an average.	95%	85%
OCC02.04 Increase the % of callers whose enquiry is resolved at first point of contact	Mark Haynes	Cllr G Phillips	89%	75%	★	6,094 contacts recorded from all channels. 5,430 contacts (89%) were resolved at first point of contact. The Year to Date result for this measure is an average.	90%	75%
OCC02.05 Reduce the % of calls to the Customer Services Centre which are abandoned by the caller	Mark Haynes	Cllr G Phillips	13%	10%	▲	During May, the Customer Service Centre received 12,931 inbound calls, down 80 (0.6%) against April, and made 6,446 outbound calls. The abandonment rate increased to 13.36% Registration remains consistent with previous months, and is just slightly higher than May 2020. Contact for School Admissions, Highway Enquiries and General Enquiries remained consistent with recent months. Contacts for Blue Badge and Concessionary Bus Passes fell slightly in May, but still up 164% from May 2020. Blue Badge contact remained the same, as April 2021. Concessionary Fares decreased slightly by 7.66% compared to April 2021. Libraries also reopened which increases our workload for customers attending to have their documents verified. Calls to Adult Social Care decreased in April compared to March – down 6%. Compared to April 2020, they are up 37%. Calls to Children Social Care decreased by 21% compared to March 2021. Staff were also assigned to assist with User Acceptance Testing (UAT) for the new telephony platform, 8x8, which Customer Services are due to launch in June 2021. The Year to Date result for this measure is an average.	12%	10%

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC02.07 Customer satisfaction with Registration Service	Mark Haynes	Cllr N Fawcett	93%	90%	★	Included, some comments from both ceremony and death registration surveys: Everyone was incredibly helpful, professional and made us feel very comfortable and supported. Having such great staff really made the event extra special; Everyone that helped also commented everything that needed to be done next, a link was sent to order a death certificates; Very efficient, integrated and streamlined service between all agencies. The Year to Date result for this measure is an average.	95%	90%
OCC03.01 Overall forecast revenue variance across the Council	Lorna Baxter	Cllr C Miller	-0.10%	0%	▲	The overall forecast financial position for for 2021/22 as an underspend of £0.4m. This reflects over and under spends reported by the directorates as part of the final 2020/21 position. As set out in annex C the overspend in Environment & Place relates to Growth & Economy and the underspend relates to Property and Facilities Management. Both positions are subject to management action and are likely to change by the end of the year.	-0.10%	0%
OCC03.02 Achievement of planned savings	Lorna Baxter	Cllr C Miller	75.31%	95.00%	▲	The 2021/22 budget includes planned directorate savings of £16.1m. At this early point of the financial year £12.1m or 75.31% are expected to be delivered by year end. £4.0m or 24.69% are rated amber. Updates will be included in future reports.	84.66%	95.00%
OCC03.03 General balances are forecast to remain at or above the risk assessed level	Lorna Baxter	Cllr C Miller	£35,000,000	£28,800,000	★	General Balances at 31 March 2021 were £34.6m this is £3.7m that the £30.9m reported when the budget was set in February 2021 this is due to an increase in the directorate underspend in 2020/21. There are no planned contributions to or from general balances for 2021/22. General balances at 31 March 2021 are forecast to be £35.0m this is an increase of £0.4m which relates to the directorate underspend.	£35,000,000	£28,800,000
OCC03.05 Net increase in in-house foster placements (excl kinship)	Kevin Gordon	Cllr L Brighouse	1.00	1.70	▲	Three new foster carers recruited this year, but 2 have had to leave in the year.	1.00	1.70
OCC04.01 Directorates deliver services and achieve planned performance within agreed budget	Lorna Baxter	Cllr C Miller	£-0.4m	£0.9m	★	There is a forecast directorate underspend of -£0.4m. This primarily relates to an overspend on 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.	£-0.2m	£0.9m
OCC04.02 Total outturn variation for the dedicated schools grant (DSG) funded services	Lorna Baxter	Cllr C Miller	0%	0%	★	There is no variance forecast for DSG funded services excluding the High Needs Block.	0%	0%
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	95.13%	95.00%	★	Measure relates to supplier invoices paid within 30 days of receipt and is on target for the second month. It was intended that this period would include those invoices paid via the IBC self-service purchase order system as well as invoices processed through the social care finance system; this data will now be available in June.	95.86%	95.00%

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC04.06 Invoice collection rate - Corporate Debtors	Lorna Baxter	Cllr C Miller	94.55%	95.00%	●	This measure identified the percentage of invoices that have been paid by the period 90-120 days; this is when all standard recovery effort should have been completed and the invoice referred to Senior Recovery officer if not. The average collection rate increased by 1.7% to 94.6% this month, just below the collection rate target of 95%. However, if we look at high value invoices we see the collection rate for invoices over £10,000 was 100% this period. Collection of high value invoices are prioritised to minimise potential losses for the council and reduce impact of the debtor impairment balance having to be topped up at year end.	93.71%	95.00%
OCC04.07 Debt requiring impairment - Corporate Debtors	Lorna Baxter	Cllr C Miller	£282,265	£300,000	★	Debt requiring impairment (DRI) is the value of invoices that have the potential to become unrecoverable and therefore we need to record the potential for the loss in the accounts at year end. If there is a significant increase in the value of invoices at risk then we are required to top up the impairment balance and introduce a pressure into the budget towards year end. Consequently, this figure is tracked through the year to assess if we will finish above or below the current balance. DRI reduced marginally for the second month and remains £0.3m below target. 20% of the bad debt relates to six debtor accounts. The highest debt attributed to one debtor is 5% of bad debt and relates to a dispute with a developer; legal services are managing the case and negotiations are underway. The remaining five all are in the process of being resolved.	£282,265	£300,000
OCC04.08 Debt requiring impairment - ASC contribution debtors	Lorna Baxter	Cllr C Miller	£3,060,000	£2,700,000	●	The £2.5m is a stretch target to be achieved by March next year. Analysis of previous years' shows that the level of bad debt tends to rise at the start of the financial year, following a push of effort at year end, and will fall away is later half of the year. Debt requiring impairment, debt that has potential to be unrecoverable, increased this month to £3.06m, £0.5m above the current Adult contributions impairment balance; this is a yearlong target to be worked towards. At the end of the last financial year £0.13m was able to be withdrawn from the impairment balance. The Adults Income team are managing a backlog of case work linked to the Covid 19 pause (April – September 20-21). There are a four high value cases with a value of approximately £0.280m, these require the support of legal services and outside counsel and it is expected these will not be quickly resolved. Furthermore, there continues to be delays with state systems i.e. Court of Protection, Probate Office, house sales and HMCTS. Probate cases account for 21% of the impaired debt and cases pending COP orders 6.5%.	£3,060,000	£2,700,000
OCC04.09 Average cash balance compared to forecast average cash balance	Lorna Baxter	Cllr C Miller	£524,022,000	£428,000,000	●	The "actual" figure for the month is the forecast position for the entire financial year as the reporting month end. The forecast is higher than budget due to increased levels of capital and grants received compared to the original forecast.	£523,270,500	£428,000,000

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC04.10 Average interest rate achieved on in-house investment portfolio	Lorna Baxter	Cllr C Miller	0.50%	0.58%	▲	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. We are expecting the return to increase as new investment products are invested in during the year.	0.54%	0.58%
OCC04.11 Average annualised return achieved for externally managed funds	Lorna Baxter	Cllr C Miller	3.75%	3.75%	★	External funds returns are forecast to be in line with budget.	3.75%	3.75%
OCC04.13 Invoice Collection Rate – ASC contribution debtors	Lorna Baxter	Cllr C Miller	89.66%	92.00%	●	Invoice collection rates have dropped slightly this month, this is in part due to the fact that there were 150 more invoices raised in period 11 of 20-21. There is also a slight reduction in invoices being paid by direct debit in P11, this is likely to be linked winter deaths and final invoices pending probate.	90.68%	92.00%

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

Status of Indicators	31/05/2021
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
OCC05.01 Number of vulnerable children and adults helped to live more secure and independent lives	Rob MacDougall	Cllr N Fawcett	260	513	▲	We are continuing to carry out most safe and well visits mainly by phone. Following the ease of COVD-19 restrictions in the middle of May we've been able to start visiting vulnerable people's homes and expect an increase in figures in the coming months. We are conducting fortnightly checks of gypsy and traveler sites in respect of any fire related hazards.	242	513
OCC05.03 50% increase in all cycle journeys within Oxford for all purposes by 2031	Bill Cotton	Cllr P Sudbury	NA	NA	-	Data collection and current travel patterns are still being worked through, as lockdown restrictions are being eased. Service 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. 2015/17 baseline for LCWIP: 306,000 trips 2031 LCWIP target: 460,000 trips 2021/22 target: 350,000 • 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

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC05.04 % of people cycling for travel at least 3 times a week from Active Travel Survey	Bill Cotton	Cllr P Sudbury	NA	NA	-	Similar to the commentary for above measure, we 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 to should be. 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) • 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
OCC05.05 Number of people sign posted to health services via informal conversations in libraries	Ansaf Azhar	Cllr N Fawcett	130	150	▲	Target below par due to ongoing restriction of opening hours across all branches and reduced footfall due to Covid 19	225	200
OCC06.01 More people alive due to 365 Alive prevention, protection and emergency response activity	Rob MacDougall	Cllr N Fawcett	86	90	★	There has been a slight increase in figures compared to last month mainly as a result of more rescues from non-fire incidents (the proportion of people rescued is consistent at 20%, there was a higher number of non-fire incidents this month). There were no fire fatalities and one road fatality this month.	151	179
OCC06.02 % of emergency call attendances made within 11 minutes	Rob MacDougall	Cllr N Fawcett	79.52%	80.00%	●	We continue to work hard to maintain our response standards, we are seeing a change in our historical figures due to a change in the way we report on incident in and out of scope, this is highlighted within the data set in comparison to last year. Incident attendance times are challenged when identified as missing the target times - this is complimented by our Resource Management Team reviewing our appliance availability at key stations and areas on a daily basis to ensure we have the right resource in the right places. Our average response time for the year to date is 8 minutes 27 seconds. The Year to Date result for this measure is an average.	77.29%	80.00%
OCC06.03 % of emergency call attendances made within 14 minutes	Rob MacDougall	Cllr N Fawcett	88.77%	95.00%	●	We continue to work hard to maintain our response standards, we are seeing a change in our historical figures due to a change in the way we report on incident in and out of scope, this is highlighted within the data set in comparison to last year. Incident attendance times are challenged when identified as missing the target times - this is complimented by our Resource Management Team reviewing our appliance availability at key stations and areas on a daily basis to ensure we have the right resource in the right places. Our average response time for the year to date is 8 minutes 27 seconds. The Year to Date figure result for this measure is an average.	88.55%	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/ 05/ 2021
OCC08 Condition of highways: Status	●
OCC09 Participation in cultural service: Status	★
OCC10 Reduction in carbon equivalent emissions from OCC's	▲
OCC11 Reduction 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
OCC08.01 Defects posing immediate risk of injury are repaired within 24 hours	Bill Cotton	Cllr T Bearder	100%	100%	★	Rate covers all defects in April 2021. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources.) The Year to Date result for this measure is an average.	100%	100%
OCC08.02 Defects creating potential risk of injury repaired within 28 calendar days	Bill Cotton	Cllr T Bearder	100%	90%	★	Rate covers all defects in April 2021. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources.)	100%	90%
OCC08.03 Kilometers of highway resurfaced	Bill Cotton	Cllr T Bearder	32.8 Km	37.9 Km	●	The annual plan target for 2021 total surfacing programme has been calculated as 3% of the network (excluding patching). As at 31st May, 1.78% of the network has been resurfaced (cumulative rate) and is on track against the target of 3%. Rate for May is slightly below monthly target, as some of the schemes are now expected to be finishing in early June.	79.6 Km	79.8 Km
OCC09.01 Number of visits to Heritage services (Museum of Oxford), local History & VCH inc outreach	Mark Haynes	Cllr N Fawcett	2,833.00	2,080.00	★	Visitor numbers to the Oxfordshire Museum exceeded expectations due to good weather and stronger than anticipated local support.	2,891.00	2,120.00
OCC09.02 Number of active borrower (users who have borrowed at least on item during year)	Mark Haynes	Cllr N Fawcett	34,310.00	30,000.00	★	Target exceeded as borrower numbers increasing as Covid19 lockdown restrictions are eased and public confidence returns.	64,133.50	60,000.00
OCC09.03 Digital engagement with Heritage Services - social media reach, website hits & e-mail	Mark Haynes	Cllr N Fawcett	100,419.00	90,500.00	★	Marked increase in Museums service engagements with OCC public website pages, possibly the result of including information about re-opening in OCC newsletter. Examples of comments from remote customers received in May: 'It's impossible to calculate the impact of the VCH (Victoria County History), just this year I've used it in academic research and local history projects. It's an invaluable foundation... keep up the good work.' 'I also wanted to say a personal thank you to [named member of staff] for both a timely and considered reply to my question. It has been a very good experience and an excellent reflection on the service given by the History Centre'.	204,358.00	195,500.00

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC09.04 Number of physical visits to Libraries	Mark Haynes	Cllr N Fawcett	49,062.00	25,000.00	★	Visitor numbers are increasing as lockdown measures are eased and public confidence returns.	82,403.00	35,000.00
OCC09.05 Number of library issues books, DVD, CD's, E-books & audio	Mark Haynes	Cllr N Fawcett	232,048.00	50,000.00	★	May 2021 has seen a better than expected return of borrowing at 85% of pre-COVID-19 borrowing.	328,940.00	80,000.00
OCC09.06 Digital engagement with library services (social media reach, website hit, library app)	Mark Haynes	Cllr N Fawcett	173,647.00	175,000.00	●	This figure has dipped slightly below the target, but remains broadly on track. One explanation for the drop in digital engagement would be the increase in physical visits and issues from libraries.	352,119.00	350,000.00
OCC09.07 Number of children & young people accessing the Music Service	Mark Haynes	Cllr N Fawcett	5,175.00	5,245.00	★	The KPI target was an exacting one based on students returning from waiting lists following the easing of COVID 19 restrictions. Not as successful as anticipated, however new marketing campaign instigated to try and boost numbers.	10,315.00	7,367.00
OCC10.02 No. of streetlights fitted with LED Lanterns by March 2022	Bill Cotton	Cllr T Bearder	350.00	400.00	●	In May 2021 a further 350 LED lanterns were installed (as per the programme), raising the total number of assets now fitted with LED lanterns to 20,160. This means that 33.8% of the streetlights within the County are now fitted with efficient LED equipment. 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 690 lanterns installed leaves 12,637 still to be carried out to meet the annual target. The remaining 12,637 lanterns are programmed in for delivery before March 22 at which point the 55% target will have been met. The overall programme is amber due to a delay in the start to the programme but the in year element is on track.	690	790.00
OCC10.05 Total number of electric vehicle charging points by end of March 2022	Tim Spiers	Cllr P Sudbury	12	140	▲	Pilot car park (Cattle Market Bicester) is now open - 6 charging units with 12 charging sockets. SSE Enterprise have left the project. The remaining project partners are working to restructure the project to deliver the remaining car parks. This necessitates: - Tendering for new infrastructure companies to replace the work that was to be undertaken by SSE - Applying for ORCS funding to fund 75% of infrastructure costs. - Working with district councils to restructure contracts. - Obtaining buy in from project funder (Innovate UK) for scope change.	12	140
OCC11.01 % of highway maintenance construction, demolition & excavation waste diverted from landfill	Bill Cotton	Cllr T Bearder	99%	90%	★	Rate is for April 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%	90%
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

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC13.01 Total % of household waste which is reused, recycled or composted	Bill Cotton	Cllr P Sudbury	58.88%	62.00%	▲	Reported rates for April are the forecast end of year performance and is the combined effort of OCC and the City and District Councils. Forecasts early in the financial year have a high level of uncertainty 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. Waste tonnages across the board remained above pre- Covid levels in April continuing from last year's exceptional high volume during the Covid pandemic. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system that has a high number of variables. May data will be reported in the June report.)	58.88%	62.00%
OCC13.02 % of household waste recycled	Bill Cotton	Cllr P Sudbury	30.34%	31.00%	●	As per above commentary for measure reference OCC13.01.	30.34%	31.00%
OCC13.03 % of household waste composted	Bill Cotton	Cllr P Sudbury	28.09%	30.50%	▲	As per above commentary for measure reference OCC13.01.	28.09%	30.50%
OCC13.04 % of household waste re-used	Bill Cotton	Cllr P Sudbury	0.45%	0.50%	●	As per above commentary for measure reference OCC13.01.	0.45%	0.50%
OCC13.05 % of Household waste sent to landfill (forecasted end of year position)	Bill Cotton	Cllr P Sudbury	4.85%	3.00%	▲	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 since slowly recovered to 3.01% for last year. The forecast for this year is currently uncertain until more data is available. While showing an increase this remains a small proportion of residual waste, over 95% of which continues to be sent to Ardley ERF for energy recovery. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system that has a high number of variables. May data will be reported in the June report.)	4.85%	2.50%

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC13.06 % of Household waste recycled, composted, re-used at Household Waste Recycling Centres	Bill Cotton	Cllr P Sudbury	61.71%	62.00%	●	Reported rate for April is the forecast end of year performance. Forecasts early in the financial year have a high level of uncertainty until more data becomes available. All HWRCs are now operating at full capacity following the easing of Covid restrictions and social distancing is being maintained by site staff. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources and ensuring accuracy in the forecasting system that has a high number of variables. May data will be reported in the June report.)	61.71%	62.00%
OCC13.07 Average weight of waste produced per household in Oxfordshire	Bill Cotton	Cllr P Sudbury	1,127.00	980.00	▲	Reported rate for April 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. It is expected that households will continue to produce more waste than pre-Covid this year, but quantities could reduce as restrictions ease. This is difficult to predict, and the forecast is currently highly uncertain. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources. May data will be reported in the June report.)	1,127.00	980.00

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

Status Of Indicators	31/05/2021
OCC15 We provide help early on so children are less likely to be in need:	▲
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
OCC15.01 Number of contacts into the MASH	Kevin Gordon	Cllr L Brighouse	2,294.00	1,516.00	▲	The number of concerns to the MASH in May (2294) was 51% higher than pre Covid levels. This means that so far this year (April and May) activity is 39% higher than pre Covid levels. This is being managed by the council funding of 7 additional staff to help manage de m an d	4,213.00	3,032.00
OCC15.02 Number of early help assessments	Kevin Gordon	Cllr L Brighouse	243.00	167.00	★	Improvement in May. Performance now tracking above target. The Year to Date result for this measure is an average.	203.50	167.00
OCC15.03 Number of early help assessments completed by health visitors	Ansaf Azhar	Cllr M Lygo	8.00	17.00	▲	The number of EHAs completed by health visitors is below target and is an area of focus for this year.	18.00	34.00
OCC15.04 Number of social care assessments	Kevin Gordon	Cllr L Brighouse	644.00	605.00	▲	Figure for the month was above i.e. worse than target. The high level of demand in the MASH driven by the impacts of Covid and the lockdown means there remains a risk of excessive demand in children's social care	1,107.00	1210.00
OCC16.01 Number of children we care for	Kevin Gordon	Cllr L Brighouse	786.00	770.00	▲	The number of children we cared for remains above target. The number of children becoming cared for is increasing and delays in the court system mean fewer children are leaving the care system. The Year to Date result for this measure is an average.	787.50	770.00
OCC17.01 Number of child protection plans	Kevin Gordon	Cllr L Brighouse	489.00	500.00	★	The number of children the subject of a child protection plan rose in the month, but remains below (i.e. better than) target. This is positive for the children and families involved, as more children are stepped down to child in need plans but is yet to impact on worker caseloads. The Year to Date result for this measure is an average.	478	500.00
OCC18.01 % of Education Health & Care Plans completed within 20 weeks	Kevin Gordon	Cllr L Brighouse	57.00%	59.00%	●	Performance has dropped in the month and stands at 57% for the last 12 months. This is driven by an increase in demand. So far this calendar year (Jan to the end of May) requests for assessments are 12% higher than the same period in 2020 and 15% higher than Jan to the end of May 2019. The Year to Date result for this measure is an average.	58.50%	59.00%

OCC19.01 Number of electively home educated children	Kevin Gordon	Cllr L Brighouse	933.00	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	931.50	NA
OCC19.05 Mainstream total number of children with transport in month - inc Mileage & Season Tickets	Bill Cotton	Cllr T Bearder	7,134	NA	-	The reduction in students compared to April (7,336) is accounted for by approximately 200 spare seat journeys ending due to Year 11/13 no longer travelling and also some non-payment of spare seats. Service are developing revised measures to support the reporting for this indicator and 21/22 targets to be confirmed.	7,235	NA
OCC19.06 Number of Special Education Needs children who (need(ed) transport in month	Bill Cotton	Cllr T Bearder	1,103	NA	-	Numbers of passengers have remained consistent and stable after the return to school in March 2021. Service are developing revised measures to support the reporting for this indicator and 21/22 targets to be confirmed.	1,110	NA

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

Status Of Indicators	31/05/2021
OCC20 Number of people with control over their care : Status	★
OCC21 People needing social care are supported to stay in their own homes:	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC20.01 % of people with safeguarding concerns who define the outcomes they want	Stephen Chandler	Cllr J Hannaby	89.0%	90.0%	●	Figure for the month has dropped just below target but remains above target for the year. The Year to Date result for this measure is an average.	92.5%	90.0%
OCC20.02 % of people receiving adult social care with a personal budget	Stephen Chandler	Cllr J Hannaby	91.00%	92.00%	●	Improvement in the month and expected to be on target by year end. The Year to Date result for this measure is an average.	90.00%	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	23.00%	17.00%
OCC20.04 % of people under 65 using Adult Social Care services receiving a direct payment	Stephen Chandler	Cllr J Hannaby	42.00%	39.00%	★	Performance remains above target	42.00%	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	28.00	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. The Year to Date result for this measure is an average.	21.50	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	26,278.00	24,915.00	★	We continue to purchase more home care. This is allowing more people to be supported at home and reducing the number of people who need a residential placement.	25,802.00	24,894.50
OCC21.02 Reduce by 10% the number of people aged 18-64 entering permanent residential care	Stephen Chandler	Cllr J Hannaby	1.00%	3.25%	★	The increase in home care is allowing more people to stay in their own homes for longer.	1.00%	3.25%
OCC21.03 % 18-64 age service users with LD support, living on own or with family	Stephen Chandler	Cllr J Hannaby	87.40%	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. The Year to Date result for this measure is an average.	89.55%	76.00%
OCC21.04 % of older people in long term care supported to live in own home	Stephen Chandler	Cllr J Hannaby	59.90%	57.00%	★	Increase in home care and reducing care home admissions means more of the people we support are supported at home. The Year to Date result for this measure is an average.	59.70%	57.00%

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

Status Of Indicators	31/05/2021
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
OCC22.01 Percentage of the Capital Programme delivered in line with budget	Bill Cotton	Cllr D Enright	9.00%	7.90%	★	This measures the capital infrastructure major programme. 32% of the agreed programme for 21/22 has been spent or committed as at end of May 2021, and rate does not include any planned spend for the year. A number of major schemes across the programmes are forecast to enter into construction contracts in this financial year.	32.00%	15.80%
OCC22.02 % of Climate Action Programme priority actions rated as green	Bill Cotton	Cllr P Sudbury	61.00%	70.00%	●	Contracts and project management have been put in place to delivery Public Sector Decarbonisation Scheme-funded measures, which are estimated to reduce 205 tonnes of CO2e emissions from OCC corporate buildings and up to 1,000 tonnes at Cherwell District Council. Work progressing on the One Fleet project, which will play an important role in fleet rationalisation and electrification. Electric Vehicle Salary Sacrifice scheme being mobilised to reduce emissions associated with staff business travel and commuting. Issues in following projects are being actively managed by project managers: - May delivery target for Green Homes Grant retrofits missed due to delay of issue of funding by BEIS and sign off of procurement exemption. - Active Travel Oxford schemes under review, due to challenges and increased costs. There has been no progress on development of roadmap for decarbonisation of OCC estate due to lack of specialist resource in Property and uncertainty about strategy for estate. Property service has committed to put in place a specialist post by end of quarter 2 to develop the investment pipeline.	66.00%	70.00%

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC23.01 We support the delivery of new affordable housing starts by March 2022	Bill Cotton	Cllr D Enright	694.00	1,322.00	▲	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. The extended programme for the fourth year provides the capacity to deliver the agreed target and utilise the allocated budget from Ministry for Housing, Communities and Local Government (MHCLG). Discussions with (MHCLG) have led to a principled agreement that the programme will be extended to a fourth year with the possibility of further 5th year extension, on a scheme by scheme basis to ensure delivery of COVID delayed homes. In addition, MHCLG have agreed a revised competitive grant regime that will see Oxfordshire agreeing grant rates with Homes England via a joint assessment process. This will be a national exemplar. MHCLG have received and approved a revised programme that will deliver the Deal commitments for affordable housing. 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 and early Year 4 delivery aligns with expected position. Service are reviewing the frequency and indicative breakdown of expected completion for reporting in Unity, so that the status reporting better reflects activity.	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	255.00	276.00	●	Fire Protection teams recommenced auditing in person from 12 April and we are close to business as usual, with the exception of additional PPE and COVID security procedures which have been put in place. Audit numbers have increased this month being our first full month of auditing activity. The Trading Standards team have done some work in May around Food Standards: menu of a local takeaway trader was found not to correctly declare the allergens present in the foods. After advice and support from officers, the business has now changed the menu and ensured that their systems are appropriate to deal with queries about the ingredients in their dishes.	499.00	555.00
OCC24.02 Participation in innovation funding bids or new projects in support of Living Oxfordshire	Tim Spiers	Cllr D Enright	2.00	2.50	▲	2 new successful funded projects started in May 21. One related to Robotics in social care and the second is frontier project, FRONTIER aims to provide the network and integrated traffic management strategies of the future, taking into account new types and modes of transport and automated vehicles (including their logical and physical requirements), the minimization of pollution and capacity bottlenecks (including congestion and traffic jams), the reduction of accidents, and the need to reduce the cost of mobility for all users (both citizens, public authorities and businesses). Worth noting that iHub are also managing 50 plus ongoing projects as well as submitting new bids and leading successful new projects. The target should probably reference support new innovation bids and new projects	3.00	5.00

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target
OCC25.01 Percentage of utility works that have passed inspections	Bill Cotton	Cllr N Fawcett	85.90%	90.00%	●	From 711 sample A/B/C inspections conducted in May (including all follow up inspections) 611 passed. This equates to 85.9% pass rate. This is below the target of 90% and mainly due to one area with extensive failures by one company. The failures largely relate to the quality of the reinstatements. Action and this is being pursued through escalation with the company concerned and issuing of a fixed penalty notices. The issues with the one company are countrywide, and the Highway Authorities and Utilities Committee (HAUC) UK are working towards a National Improvement Notice for them. The Year to Date result for this measure is an average.	82.45%	90.00%
OCC25.02 % of increase in days works on highways saved via the Council's duration challenges	Bill Cotton	Cllr T Bearder	NA	NA	-	Service is continuing to work with the IT supplier to identify and log the relevant data. Discussions are ongoing with the system supplier, and timescales for DfT data are to be confirmed. A revised measure is being developed to support the reporting for this indicator.	NA	NA
OCC25.03 Reduce the number of return repairs to the Council's own works	Bill Cotton	Cllr T Bearder	0.24%	5.00%	★	The reported rate is for May. 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 May there were 7 return repairs/visits to own works (NCDs). Total potholes fixed were 2,910. The Year to Date result for this measure is an average.	0.19%	5.00%
OCC25.04 Delivery of the 2021-22 Programme - number of highway trees surveyed within 4-year cycle	Bill Cotton	Cllr P Sudbury	8.00%	8.00%	★	4-year inspection programme is in place. 44% of the planned annual programme for inspecting 72 parishes has been completed as at end of May. Performance Indicators and potential alignments with other indicators for the Tree Service are being reviewed to look at options to provide further information on the value of the service.	44.00%	16.00%
OCC25.05 % of frequent bus services departing within scheduled intervals	Bill Cotton	Cllr T Bearder	98.35%	90.00%	★	Performance in May is on track against target, and the reported rate is in accordance with the PIP (Punctuality Improvement Partnership) agreement.	98.35%	90.00%

Annex B.1 – Leadership Risk Register April (as at 20/05/2021)

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				LR1 - LR2 - LR3 - LR19	
	4 - Major		LR7- LR15- LR16-	LR11- LR12-		
	3 - Moderate				LR5- LR17 - LR18-	
	2 - Minor	LR10-		LR8 -	LR9 - LR14-	LR4 - LR6- LR13-
	1 - Insignificant					

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	Reduced confidence in the Council's ability to deliver services Poor timeliness and prioritisation of services leading to poor engagement from partners and the community. Potential for legal requirements not being met. Services to the most vulnerable residents or groups are disrupted or not provided due to ineffective assessment and prioritisation processes. Vulnerable children and young people are ineffectively safeguarded and come to harm, and their educational needs unmet. Failure to balance budget and/or maintain capital investment strategy in infrastructure. Financial – significant overspend in annual budgets Over-reliance on voluntary groups acting without co-ordination	4	5	20	Maintain a good early-help and prevention offer, in partnership with key stakeholders to ensure diversion from high cost services. Maintain good communication of early-help and prevention offer within the community to ensure effective uptake of services. Efficient assessment of need and risk – strong 'Front door' arrangements including effective MASH. Maintain good practice and performance reporting to ensure timely triage and assessment of contacts into 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. All services are tasked with managing activities within allocated budgets including additional Covid funding for agency staff. Council transformation - moves to reconfigure services to be more preventative in their approach, drive out failure demand, and involve partners and the Voluntary and Community Sector. iMPOWER in October 2019 identified OCC as 5th most productive council for older people. Command and control structure implemented to deal with the CV-19 outbreak. (Adult Social Care cell set up at TV and Oxon wide. TV LRF Children's and Education cell also established). Staff reassignment process in place to maintain provision.			Kevin Gordon	Hannah Farncombe	4	5	20	-	Recruiting new social care workforce, including those recently retired and others willing to train. Staff retraining and redeployment process in place to maintain provision, including children's residential care. 7 x Temp additional social workers have been deployed in the MASH and agency SWs retained and newly recruited in Family Solutions to assist in managing high caseloads, including a backlog of assessments. September to January has seen 35% increase in contacts to MASH and volatile demand for assessments, including weeks with very high numbers. This is linked to high levels of domestic abuse and police referrals. Re-designed early help partnership work has developed swift access to help in communities for children and families and mobilised resources across schools/agencies/MASH/VCS. The planned SEN Early Intervention Service aims to reduce demand on the statutory service by allowing more children to receive support and thrive in mainstream education placements and increase the confidence of parents that their child's needs can be met without the need for a specialist placement.	Early Help networks offering 'pre-front door' swift access to family support have continued to deliver multi-agency support: now have reached over 200 families. Council's locality community supoort teams have been integrated with the MASH and are absorbing referrals for service. All outstanding assessments have been completed and agency staff released from this task. Refreshed performance framework has been brought in from beginning Feb to sharpen managers' focus on completing agreed actions withing target timeframes. First 12 weeks of FSP have been reviewed by the FSP Board and results indicate good mobilisation of the new service, including swifter access to help for parents. Child Protection numbers down <500 - lowest since 2012/13 due to focused effort on improving outcomes more quickly, stepping children down to CIN. A review of SEN services, including EIS, is underway to ensure the forward plan is a cost effective model of delivery. The council has received 28% increase in requests for elective home education. The internal team (3 staff) are managing the pressures in as timely way as possible and we have requested additional resource from the DfE.	18/05/2021
LR2	**Safeguarding of vulnerable children:** ensuring there are effective arrangements in place for safeguarding	Potentially devastating 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. Monitored weekly through CEF Performance Dashboard and Performance Management Framework. Daily monitoring report for ASC deputy-director with monthly scrutiny at ASC Performance Board. 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. Completion of CEF Self-evaluation report every quarter which is submitted to Ofsted at the Annual Conversation. Statutory safeguards continue to be upheld at both service level and with individual children. Detailed updated guidance for social workers implemented to ensure all children receive home visits subject to individual risk assessments. Quality assurance framework in children's social care currently being assessed for reach, effectiveness and impact. Safeguarding complaints submitted to Ofsted are reviewed and investigated in a timely manner. Outcomes are reported to Ofsted. School attendance is monitored daily, attendance team staff undertaking home visits to encourage attendance, in partnership with schools. Numbers of electively home educated children are monitored.			Kevin Gordon	Lara Patel & Hayley Good	3	5	15	-	Monthly reviews of RAG ratings. Multi-agency Domestic Abuse campaign county wide. Advice and guidance prepared for schools in readiness for anticipated phased return Preparing for recovery and learning from lockdown experiences of working with young people Discussions are taking place between officers from Children's Services and representative Headteachers to identify key considerations as schools admit all children. To the fore in the thinking are safeguarding, emotional wellbeing, health and safety matters. Work is underway to provide mental health training in schools to support returning children, via the DfE Wellbeing for Education Return programme. Attendance is monitored and reported by schools to the DfE daily. Numbers of children registered as Electively Home Educated have increased significantly. Mediation is underway to encourage returning to a school roll. Numbers are monitored and reported to DfE daily.	100+ Schools participating in the Wellbeing for Education Return programme are being supported to deliver the programme. Others are being encouraged to participate. Attendance in all sectors of the school community has been consistently above national averages. Numbers of EHE have increased by 19% since the same period last year. National increase is 35%Performance management and quality assurance frameworks are further embedded with additional quality assurance audit training having been delivered to all senior and front line managers in Aug and Sept. RAG ratings now reviewed monthly rather than weekly as a all children on a statutory plan are being seen via face-to-face visits to family homes, schools and placements subject to risk assessments. Performance is being monitored weekly and any late recording of statutory visits are addressed directly by team managers with individual workers.	18/05/2021

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.	4	5	20				Kevin Gordon	Hayley Good & Sarah Fogden				-		More information to follow, being agreed by DLT,. Full details on Annex B May 21	18/05/2021
LR4	**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.	• 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			Stephen Chandler	Melanie Pearce	2	5	10	-	Although the number of concerns reported to the council is increasing following a small decrease during April 2020 the methodology and approach through the consultation service is meeting demand. The services continues to provide support and has resulted in 1530 calls to the service. However we received 5,116 concerns and 1,296 enquiries last year and is closely monitored to ensure capacity within the team is adequate to meet demand. The timings of responding to and dealing with concerns and enquiries are monitored daily. 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. 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 programme of quality visits has been agreed. 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 safeguarding activities and quality monitoring is reviewed monthly by the Directorate Management Team (DLT).		18/05/2021
						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.											
LR5	**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).			Stephen Chandler	Suzanne Westhead	3	4	12	-	Risk at target level but a permanent risk due to demographic pressures. These are being managed well in Oxfordshire as evidenced by iMPOWER rating the productivity of older people's service as 5th highest in the country. High use of equipment - 28% more likely to have received equipment. 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 system plan is in place to deliver a new reablement approach in 2021, this is being piloted and showing success in reducing long term care needs. ASC transformation and Making it Happen approach have begun, in partnership with the voluntary sector		18/05/2021

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				
LR6	**Capital Infrastructure Programme Delivery**	HIF1 potentially could cost OCC £2m per month after the end date of Nov '24. HIF could cost OCC £1m per month after March '24. Other risks could include: Withdrawal of funding, lack of accelerated homes delivered and potential breakdown in collaborative working across Oxfordshire local authorities.	3	5	15	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.			Bill Cotton	Owen Jenkins	2	5	10	-	The directorate has started a Service Improvement that links to the Communities directorate redesign and will ensure the long term resources are put in place and all processes are modernised and in place 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. The impact remains high, however the probability is improving reducing the probability score and therefore the risk rating.	Mitigating Action are in place and beginning to take effect, including temporary resources to ensure programmes are progressed. Significant progress has been made in scheme delivery, and although some residual risk remains, the situation is improving.	17/05/2021
		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 .															
LR7	**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.	3	4	12	Thames Valley Police and Safer Community Partnership are monitoring communities to identify any issues that may indicate escalating community tensions.			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.		20/04/2021
		Potential reduction in public trust if the council is not seen to be acting appropriately.				Communication network in place including local Members to provide single consistent messaging via multiple trusted sources should it be needed.									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.		
LR8	**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			Claire Taylor	Robin Rogers	2	3	6	-	Maintain oversight of partnerships in the county to reflect new recovery systems working arrangements, including bi-laterals.		20/04/2021
						Supported by regular engagement and interaction at different levels of the organisation, including joint working initiatives and shared posts.									New working relationships with VCS and infrastructure support contract are being developed, with new support arrangements to be in place by April 2022.		
						Formal/informal meetings with main bodies and sector representatives.									Community development strategy and approach to be produced and implemented jointly with VCS and partners.		
						Participation and engagement in local partnerships, forums and project / policy development work.									Partners' engagement with / involvement in Community Resilience work will help to minimise the likelihood of this risk.		
						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.									Support Democratic Services with new Member induction packs and support new Portfolio Holder through advising and briefing of relevant relationships to establish as priority.		
						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.											

Annex B.1 Leadership Risk Register April

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				
LR9	**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.			Steve Jorden	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.	01/04/2021
LR10	**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. remote public meetings, remote voting). Elements of the Covid-19 response may be compromised or delayed.	2	2	4	Council governance framework is regularly reviewed and updated by senior managers and members. Constitution - updated and annually reviewed by Monitoring Officer and Full Council - Amendments made to the Constitution to facilitate virtual/remote public meetings. 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. 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. Business Continuity Plans are in place which ensure that appropriate leadership of the Covid-19 response. Control measures implemented throughout 2019/20 and updates on key issues are reported to Audit & Governance Committee. 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			Anita Bradley	Glenn Watson	1	2	2	-	Continue to undertake control measures throughout 2019-20 and respond to specific matters as they arise. Annual Governance Statement process for 2020/21 is now under way with the Corporate Governance Assurance Group. Whistleblowing Polices updated and new co-ordinated approach in place under the Monitoring Officer (led by Principal Governance Officer) with central log being put in place and co-ordination of cases. Corporate Governance Assurance Group leading a project to review/align governance processes between Cherwell DC and Oxon CC. 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. Election planning meetings taking place with District Council colleagues monthly between now and election. Regular two-weekly meetings with Returning Officer and elections team (across Oxon CC and CDC). In touch with Electoral Commission as standing member of the Group. And Oxon Monitoring Officers group has standing item on election and the democratic structures. So we will be able to track the elections and also what, if cancelled/postponed for COVID, plans should be in place for the continuation of the current Council term. Project to ensure member development/induction in place post-election and that decision-making meetings can legally be held physically if not permissible virtually after 7 May	Project boards in place to ensure elections and continued delivery of decision - making meetings.'	20/04/2021
LR11	**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 reten on issues •I ncreased costs of agency staff •I ncreased 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 .			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.		20/04/2021

Annex B.1 Leadership Risk Register April

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				
LR12	**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.		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		20/04/2021
LR13	**Financial resilience**: ensuring there are effective plans in place to deliver a balanced budget and a sustainable medium term financial strategy	Significant overspend at year end leading to: • 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) 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.	3	5	15	Progress against current year's savings is tracked monthly and included in the Business Management Reports to Cabinet. 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. Savings under the banner of Organisational Change and Service Design being monitored on a project/activity level with detailed planning, milestones & reporting. Regular meetings between Directors and s151 Officer to discuss significant financial issues and risks.			Lorna Baxter	Ian Dyson	2	5	10	-	'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. As a result of the COVID-19 the expected financial pressures in year have been managed through a Revised Budget, that was approved by Council in September. 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. The Local Government Finance Settlement was announced in December 2020. The outcomes from the public consultation and the Performance Scrutiny Committee review of budget proposals have been considered by Cabinet. At their meeting on 19 January Cabinet agreed their proposed budget. The deficit on High Needs DSG funding is now on the leadership risk. CEF are developing plans for managing the in year deficit for 21/22 and a strategy going forward.	The impact of Covid19 has changed the financial outlook for the Council, and as a consequence the Council set a revised budget for 2020/21 and is in the process of setting a budget for 2021/22 taking into account the short to medium term financial implications of Covid- 19. The longer-term impacts beyond 2021/22 are still to be understood and this will need to be continually reviewed. ,	20/04/2021
LR14	**Property and assets:** maintenance cost	Non-compliance issues and potential financial pressures to bring our assets to a compliant and acceptable standard.	4	4	16	Property, Investment and Facilities Management function redesign to get the right professionals running the service Develop Property Strategy which would determine where to prioritise efforts/spend on assets. Install right systems to enable us to keep on top of managing information about our assets			Steve Jorden	George Eleftheriou	2	3	6	-	Control activities are prioritising compliance (i.e. 'nice to haves' can wait) Taking more long term views on use/potential use of certain assets. New asset condition surveys have indicated additional financial pressures to bring maintenance of our assets to an acceptable condition. Work is ongoing on a number of sites. A programme based on risk and compliance was developed to resolve outstanding legacy issues and we continue to monitor the financial effect of this activity. The FM team redesign needs to be a priority and completed as soon as possible.	All of mitigation actions referred to are now in place and activities ongoing. The right team/expertise now inhouse dealing with this with a plan in place to achieve full compliance and maintain programme going forward H&S team within PIFM overseeing this and KPIs developed as means of checking performance Additional budget allocated to the team to carry out further works Despite parts of the budget being offered for saving initiatives we are still confident that any risk is mitigated and BAU is unaffected.	20/04/2021

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				
LR15	**Health and safety:** ensuring effective arrangements are in place to meet our duties	Unsafe services leading to injury or loss. Breach of legislation and potential for enforcement action. Financial impact (compensation or improvement actions)	3	4	12	H&S policies and procedures have been reviewed and adopted. Risk Assessments completed including COVID-19. 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. 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.			Steven Jorden	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. Corporate Assurance on effectiveness of H&S controls is monitored by the H&S Assurance Board. Key areas of focus include: - Task and Finish group established to review and recommend improvements for the role of Responsible Premises Manager. This will be delivered as part of the Property function redesign which will look holistically at property management and include system improvement. - As part of delivering the future and agile working a review is underway to ensure the health and safety is adequality considered for home working. This has included improvements around DSE Assessments, provision of work equipment and prevention of ill health. Policies and procedures are regularly reviewed to ensure safe operating framework.	Demand for H&S support is increasing as services restore/increase activity whilst still operating within COVID-Secure environments. The review of Corporate H&S Policies Part 3 Arrangements (Service Level) is on track to be completed April 21. Lone worker mobile app project on track to commence roll-out in May 21. HSE Spot checks for COVID compliance of council services ongoing - no concerns raised and all compliant.	20/04/2021
LR16	**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	4	4	16	A business continuity improvement programme is under way and has led to significant improvements including to a consistent approach to business impact assessments, service business continuity frameworks and business continuity plans. Review of London Bridge undertaken by corporate leads across Oxfordshire system			Steve Jorden	Rob Mac Dougall	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 policy is being coordinated by the Organisational Recovery Steering Group and CEDR. Business Continuity Plans have been reviewed and business impact assessments are being completed for 21/22.		20/04/2021
LR17	**Cyber security:** assurance that effective controls are in place to prevent security issues.	A serious and widespread attack (like Wannacry in Health or Ransomeware 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.			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 preven on methods •Working with Informa on Management to ensure implica ons 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 •Documen ng processes and policy to define roles, responsibili es and procedures •Maximising tech to reduce cyber risks •Ensuring all new and exis ng 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.	23/04/2021

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				
LR18	**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	All servers and services have been migrated (by the end of Q4 2019/20) to the new data centre equipment and are operational. The new backup service is operational. The cloud Disaster Recovery solution is configured and running. 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. IT Staff have been reassigned to meet any increase in demand due to COVID19 business requirements. IT have secured more laptops to help ensure we have stock in case there is delivery issues after Brexit.		Claire Taylor	Alastair Read		2	4	8	-	Maintaining assessment to keep on top of changing needs of workforce, services and cyber threats under COVID-19 Ensuring sufficient staff cover is lined up to keep ICT running in the event of staff illness Replacement datacentre, disaster recovery and backup solution are fully operational. Datacentre network equipment has been updated and the amount of core space used rationalised. Measures remain in place together with the resilience testing to maintain core IT services. Staff resources are assigned to the most in demand IT requirements. An expanded duty team will support delivery of critical services out of hours New joint cyber security officer has been appointed which enables an even greater focus on protecting the organisation against possible cyber-attacks. 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. All projects have been prioritised to ensure that critical work can continue in case of 2nd or 3rd wave. 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. Installation of more cost effective DR is underway. Completion by Feb 2021. 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.		24/04/2021
LR19	**Covid-19. Community and Customers:** providing service and support to those impacted by the coronavirus pandemic	•Possible reductions in frontline service delivery, events, meetings and customer contact. •Economic hardship impac ng local business and poten ally the local workforce. •I mpact on vulnerable residents who may find it harder to access services. •I ncreased demand on both frontline and enabling services. •Prolonged risk of social isola on and the mental and physical consequence thereof.	4	5	20	•Business Continuity Plans have been reviewed, tested and are maintained and updated •Remote working in place •Staff communica ons stepped up, to support remote working, reinforce na onal guidelines and set out the current organisational response. •Regular updates from Director of Public Health, shared internally and externally. •Regular teleconference with local councils and emergency services discussing updates, concerns and best practice. (in-line with usual business continuity and emergency planning protocols). •Regular communica on messages following Public Health advice •Sani sers in washrooms/corporate buildings •Weekly sickness monitoring implemented •Agile working being tested further across services, ensuring equipment and access is in place. •Posters around the offices encouraging regular hand washing. Hand sani sers available in washrooms and shared spaces. •Stocks of laptops being maintained / weekly managers bulle n with guidance and support offered / arrangements in place for duty, on call and reassignment where necessary. Improved understanding of the risk factors across the workforce identified through COVID-19 data. • Weekly reports on all sickness absences, COVID-19 related and others, are being produced by Directorate. • IT has build a new reporting system with a RAG rating to update each area indicating and/or forecasting significant staff pressures when they happen due to COVID-19. This data is monitored weekly at Silver.		Claire Taylor	Karen Edwards		4	5	20	-	The nature of the risk is such that national public health guidelines will determine the councils' response. IT has build a reporting system with a RAG rating to update each area indicating and/or forecasting significant staff pressures when they happen.		24/04/2021
LR20	**County Elections May 2021 –** delivery of safe and legally sound elections on 6 May 2021	Complaints. Loss of confidence from participants if polling stations and count venue aren't deemed Covid safe, leading to a risk of low voter turnout, problems recruiting staff and compromised engagement from candidates/agents.	4	4	16	Corporate wide approach taken to delivering the election with specialists from service areas supporting different aspects. Election Special Interest Group (SIG) with County and District election specialists *(and County Deputy Returning Officer staff) each month as key part of planning the detail. Electoral Commission attendance of SIGs.		Yvonne Rees	Steve Jorden		2	4	8	-	Plan and risk register in place and regularly reviewed. Weekly project board meetings chaired by the Returning Officer. Election Special Interest Groups monthly to aid detailed planning All polling stations risk assessed for Covid compliance	The Elections Project Board meet weekly to go through issues and agree actions. Key risks are around Covid compliance of polling stations and reluctance of some schools to allowing elections on site. All polling stations are being risk assessed and checked for Covid compliance against Gov guidelines, with appropriate mitigations being put in place. Further risk of insufficient staff to run polling stations and count due to concerns over Covid. Various comms channels being used to appoint sufficient Polling Station staff, including working through the LEP. Discussions taking place about the possibility of putting count staff in bubbles so as to limit impact of any Covid related illness. Detailed plans in place to deal with verification and count to ensure staff and candidates/agents are safe.	24/04/2021

Annex B.2 – Leadership Risk Register May (as at 27/06/2021)

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		LR4- LR6- LR13	LR2- LR3	LR1	
	4 - Major		LR7- LR9 - LR14 - LR15 - LR17	LR5- LR12 - LR16	LR20	
	3 - Moderate		LR8-LR18	LR11-		
	2 - Minor	LR10-				
	1 - Insignificant					

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. Potential for statutory requirements not being met. 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 Financial – significant overspend in annual budgets	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 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.	22/06/2021 - Potential impact, controls, control assessment, mitigating actions and comments updated.
						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		
						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		
						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		
															Work with resourcing arm of HR to recruit and retain qualified social workers		
LR2	**Safeguarding of vulnerable children:** ensuring there are effective arrangements in place for safeguarding	Potentially devastating 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.	22/06/2021 - Potential impact, controls, control assessment, mitigating actions and comments 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		
															Review of capacity to meet QA and continuous improvement requirements underway		
						Quality assurance framework in children's social care for reach, effectiveness and impact.	Fully								No further actions		
						Safeguarding complaints submitted to Ofsted are reviewed and investigated in a timely manner. Outcomes are reported to Ofsted.	Fully										
						School attendance is monitored daily, attendance team staff undertaking home visits to encourage attendance, in partnership with schools.											
						Numbers of electively home educated children are monitored.											

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.	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	22/06/2021 - Potential impact, controls, control assessment, mitigating actions and comments updated.
						The national SEND review is expected, data not yet known, and is expected to include references to how mainstream schools should meet the needs of SEND pupils. Aligned with this the local SEND transformation programme has a project to manage demand	Partial									Demand at the front door can be unpredictable and we need to be able to be flexible to respond.	
						A paper is being drafted to cabinet to identify the level of additional top up funding required. Paper to include potential 'sunset clause' with schools based on support level of children with special needs	Partial								Cabinet paper on pressures currently being drafted		
LR4	**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.	• 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		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).		25/06/2021 - Mitigating actions updated
						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.											

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	**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).		Cllr J. Hannaby	Stephen Chandler	Suzanne Westhead	3	4	12	↔	Risk at target level but a permanent risk due to demographic pressures. These are being managed well in Oxfordshire as evidenced by iMPOWER rating the productivity of older people's service as 5th highest in the country. High use of equipment - 28% more likely to have received equipment. 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 system plan is in place to deliver a new reablement approach in 2021, this is being piloted and showing success in reducing long term care needs. ASC transformation and Making it Happen approach have begun, in partnership with the voluntary sector		21/06/2021 - No changes
LR6	**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 .	3	5	15	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.		Cllr D. Enright	Bill Cotton	Owen Jenkins	2	5	10	↔	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. The impact remains high, however the probability is improving reducing the probability score and therefore the risk rating.	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 to amber.	15/06/2021 - 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				
LR7	**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.		25/04/2021
LR8	**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	Robin Rogers	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.		24/06/2021 - No changes

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				
LR9	**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 Jorden	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.	11/06/2021 - No changes
LR10	**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. remote public meetings, remote voting). Elements of the Covid-19 response may be compromised or delayed.	2	2	4	Council governance framework is regularly reviewed and updated by senior managers and members. Constitution - updated and annually reviewed by Monitoring Officer and Full Council - Amendments made to the Constitution to facilitate virtual/remote public meetings. 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. 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. Business Continuity Plans are in place which ensure that appropriate leadership of the Covid-19 response. Control measures implemented throughout 2019/20 and updates on key issues are reported to Audit & Governance Committee. 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		Cllr G. Phillips	Anita Bradley	Glenn Watson	1	2	2	↔	Continue to undertake control measures throughout 2019-20 and respond to specific matters as they arise. Annual Governance Statement process for 2020/21 is now under way with the Corporate Governance Assurance Group. Whistleblowing Polices updated and new co-ordinated approach in place under the Monitoring Officer (led by Principal Governance Officer) with central log being put in place and co-ordination of cases. 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 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. Elections successfully delivered and Induction Programme for members being implemented, featuring Constitution, Code of Conduct and other good governance principles eg data protection Meetings have returned successfully to physical form (Annual Council), in compliance with COVID safe rules	Elections completed and now moving into Induction rollout'	21/05/2021

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				
LR11	**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.	24/06/2021 - Comments updated
LR12	**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.	18/06/2021 - 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				
LR13	**Financial resilience**: ensuring there are effective plans in place to deliver a balanced budget and a sustainable medium term financial strategy	Significant overspend at year end leading to: • 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) 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.	3	5	15	Progress against current year's savings is tracked monthly and included in the Business Management Reports to Cabinet.	Fully	Cllr C. Miller	Lorna Baxter	Ian Dyson	2	5	10	↔	'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.		24/06/2021 - Mitigating actions and comments updated
						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	Fully										
						Savings under the banner of Organisational Change and Service Design being monitored on a project/activity level with detailed planning, milestones & reporting.	Fully								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.		
						Regular meetings between Directors and s151 Officer to discuss significant financial issues and risks.	Fully										
LR14	**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 Jorden	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.	Demand for H&S support is increasing as services restore/increase activity whilst still operating within COVID-Secure environments. Expecting increase of activity for stage 4 or easing of covid restrictions on 19 July 2021. Some workplace restriction may ease i.e. wearing of PPE, face coverings and social distancing etc. Some workplace precautions may remain i.e. infection prevention control (IPC) measures when providing personal care for vulnerable groups. Those staff identified as at higher risk e.g. clinically vulnerable, pregnant etc will be able to return to frontline work inline with BAU/COVID-Secure controls. Staff wanting to work in offices will not be required to be individually risk assessed but buildings will still be covered through locality risk assessments, reflecting current guidance. Lone worker mobile app project on track to commence roll-out underway June 2021 onwards. Monitoring by H&S Team re-commencing July 2021.	23/06/2021 - Comments updated
						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.									Corporate Assurance on effectiveness of H&S controls is monitored by the H&S Assurance Board. Key areas of focus include: - Task and Finish group established to review and recommend improvements for the role of Responsible Premises Manager. This will be delivered as part of the Property function redesign which will look holistically at property management and include system improvement. - As part of delivering the future and agile working a review is underway to ensure the health and safety is adequality considered for home working. This has included improvements around DSE Assessments, provision of work equipment and prevention of ill health.		
						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.									Policies and procedures are regularly reviewed to ensure safe operating framework.		
						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.											

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				
LR15	**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 Jorden	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 has been issued to staff an managers Business Continuity Plans have been reviewed and business impact assessments are being completed for 21/22.		24/06/2021 - Inherent probability, controls and mitigating actions updated.
LR16	**Cyber security:** assurance that effective controls are in place to prevent security issues.	A serious and widespread attack (like Wannacry in Health or Ransomeware 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 preven on methods •Working with Informa on Management to ensure implica ons 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 •Documen ng processes and policy to define roles, responsibili es and procedures •Maximising tech to reduce cyber risks •Ensuring all new and exis ng 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.	24/06/2021 - Comments updated
LR17	**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	All servers and services have been migrated (by the end of Q4 2019/20) to the new data centre equipment and are operational. The new backup service is operational. The cloud Disaster Recovery solution is configured and running. 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. IT Staff have been reassigned to meet any increase in demand due to COVID19 business requirements. IT have secured more laptops to help ensure we have stock in case there is delivery issues after Brexit.		Cllr G. Phillips	Claire Taylor	Alastair Read	2	4	8	↔	Maintaining assessment to keep on top of changing needs of workforce, services and cyber threats under CV-19 Ensuring sufficient staff cover is lined up to keep ICT running in the event of staff illness Replacement datacentre, disaster recovery and backup solution are fully operational. Datacentre network equipment has been updated and the amount of core space used rationalised. Measures remain in place together with the resilience testing to maintain core IT services. Staff resources are assigned to the most in demand IT requirements. An expanded duty team will support delivery of critical services out of hours New joint cyber security officer has been appointed which enables an even greater focus on protecting the organisation against possible cyber-attacks. 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. All projects have been prioritised to ensure that critical work can continue in case of 2nd or 3rd wave. 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. Installation of more cost effective DR is underway. Completion by Feb 2021. 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.	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.	24/06/2021 - 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				
LR18	**Covid-19. Assurance that the Council can maintain and initiate new services and support to those impacted by the coronavirus** pandemic as required by local circumstances and national requirements alongside maintaining BAU provision	•Possible reductions in frontline service delivery, events, meetings and customer contact. - Increased level of service demand due to the effects of the pandemic •Economic hardship impacting local business and potentially the local workforce. •Impact on vulnerable residents who may find it harder to access services. •Increased demand on both frontline and enabling services. •Prolonged risk of social isolation and the mental and physical consequence thereof.	3	5	20	System-wide pandemic governance is in place The Council has prepared, revised and is delivering a Local Outbreak Management Plan to minimise the spread and impact of COVID-19 Under 'System Gold' arrangements, we work with partners across the system to address the immediate concerns of the pandemic (eg to deliver contain plans, vaccinations and communications of key messages) as well as to plan to the recovery from wider pandemic impact in system-wide recovery planning Business Continuity Plans have been reviewed, tested and are maintained and updated Remote working is in place alongside new capacity for remote and 'hybrid' public meetings Staff communications stepped up, to support remote working, reinforce national guidelines and set out the current organisational response. Regular updates from Director of Public Health, shared internally and externally. Within the organisations, weekly sickness monitoring in place Agile working guidance for the post-Roadmap period has been issued 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).		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.		24/06/2021 - Risk name, description, potential impact, probability, controls, risk score and mitigating actions updated.
LR20	**Construction Resources and Skills shortages -** Availability of construction materials and skills could lead to high inflation for construction projects and a potential lack of appropriate skills and resources to complete programmes on time/ budget.	Impact on Property, Major Infrastructure and Maintenance programmes. Projects get stalled. Increased costs mean fewer projects can be completed within funding envelopes. Skills shortages lead to increased costs. Skills shortages lead to projects slowing down or being undeliverable. Contractors unable to commit to quoted prices due to market conditions.	4	4	16	Grow your own – bringing in more junior staff and training them up. Utilisation of contracted and temporary staff where necessary. Increased supply chain base to increase the chances of success. Closer working with supply chain partners to influence an Oxfordshire first strategy. Communicating longer term programmes to gain market confidence.	Partial	Cllr T. Bearder	Bill Cotton	TBC	4	4	16	New	Further work with supply chains to secure resources for Oxfordshire. Communication with government departments to increase flexibility and funding.	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.	25/06/2021- New Risk added

Summary of Financial Position at May 2021

Introduction

1. This annex sets out the first financial monitoring information for the 2021/22 financial year and covers the period to the end of May 2021. This report is on an exception basis, focusing on key risk areas identified from issues in 2020/21, known issues for 2021/22, and areas of emerging pressures.

2. The report also provides an update on Government Grants received since the budget was approved in February 2021.

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

Annex C – 1 (a) to (f)	Detailed directorate positions
Annex C – 2 (a)	Virement Summary
Annex C – 2 (b) to (c)	Virements for Approval and to Note
Annex C – 3	Government Grants Summary

Context

3. The table below sets out the budgets by directorate agreed by Council in February 2021 updated for any ringfenced grant notifications and virements that have approved to date.

Directorate	Gross Expenditure £m	Government Grant Income £m	Other Income £m	Net Expenditure £m
Children Services	408.4	-247.9	-21.5	139.0
Adult Services	219.6	-10.4	-11.5	197.7
Public Health	31.7	-31.2	-0.3	0.2
Environment & Place	112.4	-1.0	-50.3	61.1
Customers, Organisational Development & Resources	50.0	-1.7	-15.0	33.3
Commercial Development, Assets and Investments	62.6	-1.4	-10.9	50.3
Total Directorate Budgets	**884.7**	**-293.6**	**-109.5**	**481.6**

4. The budget agreed by Council in February 2021 included £5.5m to fund forecast pressures within services 2021/22. There was further investment of £4.0m in Council priorities, particularly where areas were highlighted as needing strengthening as part of the Corporate Plan review which included: -

- Considering the youth offer for Oxfordshire, especially in the context of recovery from COVID-19 and its impact on children and young people.
- More clearly reflecting the ambitions of the climate change action plan within the corporate plan, particularly in the context of the opportunities for a green recovery.

- Enhancing our focus on reducing health inequalities, healthy place shaping and working to reduce inequality and support those most vulnerable in our society.
- A commitment to supporting the post COVID-19 recovery in line with the themes in the Restart, Recover, Renew report approved by Cabinet in June 2020.

5. As set out the report elsewhere on the agenda, A Fair Deal for Oxfordshire Shaping our immediate and longer term priorities, a new strategic plan (to replace the current corporate plan) will be developed to reflect the policy objectives and priorities of the Fair Deal Alliance which will be agreed by Council in February 2022. Where the delivery of policy objectives will require funding during 2021/22, this will be brought forward as part of the monthly Business Management Report to Cabinet

6. The table below sets out the total reinvestment in services of £9.5m in 2021/22:

	2021/22 £m
Pressures	
Children's Services	1.4
Adult Services	2.0
Customers, Organisational Development & Resources	1.5
Commercial Development, Assets & Investment	0.6
Total Pressures	**5.5**
Investments	
Children's Services	1.8
Adult Services	1.3
Public Health	0.2
Environment & Place	0.4
Customers, Organisational Development & Resources	0.3
Total Investments	**4.0**
Total Pressures and Investments	**9.5**

7. The budget also includes savings totaling £16.0m that the directorates are required to deliver in 2021/22:

Directorate	2021/22 £m
Children's Services	-3.9
Adult Services	-4.6
Public Health	-0.6
Environment & Place	-3.2
Customers, Organisational Development & Resources	-1.3
Commercial Development, Assets & Investment	-2.4
Total	**-16.0**

8. £14.2m of un- ringfenced Covid-19 funding has been carried forward from 2020/21. In addition, £14.6m relating to ringfenced specific grants including £9.9m of Contain Management Outbreak Funding which will be spent in line with terms and conditions. Additional general government grant funding of £12.9m for 2021/22 was announced as part of the Local Government Finance Settlement in January 2021 as well as £4.9m for Council Tax Support. The anticipated costs and lost income arising from COVID-19 across the organisation is currently being reviewed and will be included in the monitoring reports throughout 2021/22 including requests for transfers of funding from the COVID-19 reserve as required.

Overall Financial Position

9. The table below sets out the forecast position for 2021/22. At this early stage in the year, an underspend of £0.4m is reported. This reflects the ongoing impact of pressures and vacancies reported within the directorates at the 2020/21 year end position. Further detail is set out in the relevant directorate sections below. Where variations to be 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	139.0	139.0	0.0	0.0
Adult Services	197.7	197.7	0.0	0.0
Public Health	0.2	0.2	0.0	0.0
Environment & Place	61.1	62.1	1.0	1.6
Customers, Organisational Development & Resources	33.3	33.0	-0.3	-0.9
Commercial Development, Assets and Investments	50.3	49.2	-1.1	-2.2
Total Directorate Budgets	**481.6**	**-293.6**	**-0.4**	**-0.1**
Corporate Measures	**-481.6**	**-481.6**	**0.0**	**0.0**
Total Forecast Position	**0.0**	**-0.4**	**-0.4**	

Directorate Financial Positions

Children's Services

10. For 2021/22 the Children's Services budget is £139.0m. This includes a £7.2m increase linked to demographic growth plus various other investments and savings to be actioned in 2021/22.

Service Area	2021/22 Original Budget £m
Education & Learning	32.6
Children's Social Care	33.9
Children's Social Care Countywide	66.8
Schools*	0.2
Children's Services Central Costs	5.5
Total Children's Services Budget	**139.0**

Description	2021/22 £m
Pressures and Investments	**2.4**
Savings	-3.9
Demography	4.8
Total Net Budget Changes	**3.3**

*Maintained Schools are funded by Dedicated Schools Grant

11. At this stage no variances to the budget agreed in February 2021 are reported within Children's Services, but there are a number of risks which need to be monitored during the year.

Education

12. Within Education the biggest risks relate to Home to School Transport and within the Special Educational Needs service.

13. There was a significant underspend in 2020/21 for Home to School Transport, but this is unlikely to be fully repeated in the current year as this was in part linked to the effects COVID-19 has had on demand for this service due to parental choice and home learning for many children during part of the year. It isn't expected that the home learning element of the underspend will be repeated in 2021/22, however the benefits realised through alternative or more efficient transport solutions should materialise and result in ongoing cost reductions. This could potentially be offset by demographic growth, which won't be clear until the autumn term.

14. Within the Special Education Needs service there are considerable pressures on the SEN casework team and the Educational Psychologists due to the continuation of the high Education, Health and Care Plan (EHCP) requests. This additional workload is likely to result in a budget pressure, options for managing this demand are being considered and the financial pressure will be reported in future months.

<u>COVID-19 Impact</u>

15. Committed and agreed spend on COVID-19 to date in this forecast to be £0.8m, however there are a number of emerging pressures which may increase this forecast over the coming months, or it may be required to keep resources in place for longer than currently agreed. £0.4m of the pressure here relates to an ongoing commitment to support early year sufficiency by supporting providers at risk of closure, and £0.2m relates to meeting pressures within pediatric 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. A

virement of £0.3m is requested this month in relation to the attendance, Children Missing Education, Elective Home Education and Paediatric Therapies.

Social Care

16. Within Children's Social the two current key risks are in relation to spend on agency social workers and placements for children we care for.

17. Recruitment and retention is an issue in the vast majority of local authorities for front line children's social workers and remains an increasing challenge in Oxfordshire. Regionally there is evidence that COVID-19 has exacerbated the situation, due to increased home working staff are being attracted to areas with lower living costs and higher pay scales leaving a severe shortage in the South East of both permanent and agency staff. Increased demand across these services across the country is also increasing demand for temporary staff to meet this demand, making recruiting experienced social workers more difficult. Neighbouring authorities, with less successful Ofsted judgements, have rapidly increased daily rates for agency staff. The regional Memorandum of Cooperation (MoC) on agency rates is under review as it has ceased to function. The Directorate is working regionally and corporately to find a strategy to minimise spend on agency social workers covering permanent posts, by setting a new MoC, growing our own and recruiting and retaining social workers to substantive posts. This will not be a quick fix as it depends on newly qualified staff coming off courses, achieving their first assessed and supported year in employment and staying with Oxfordshire County Council. The spend within this area during 2021/22 will be monitored as the year progresses and permanent staff replace agency workers via planned milestones.

18. Placement spend for children we care for is strongly linked to demand and complexity of need and will therefore be driven by the number and needs of children we care for across the year. 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. At present based on current placements and assumed demand in year there is no variance to report, however there are significant uncertainties about how the demand seen in other parts of the service will affect the number of children we care for over the medium-term.

COVID-19 Impact

19. 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. This is seen both in terms of increased demand and one-off costs, but also complexity of cases that front-line teams are experiencing, which is reflected in authorities across the country.

20. The most significant increase in demand to date has been seen within social care contacts which have been significantly higher over the last 12 months with this expected to continue over the course of 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 isn't any certainty on how long or how significant this increased demand will be, but it may also lead to an increase in children we care for over the medium

term.

21. At present the forecast spend on COVID-19 for Children's Social Care is forecast to be at least £1.5m, although 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 MASH and £0.8m for additional resources in Family Solutions Plus teams to increase capacity. A virement of £1.1m is requested this month in relation to providing six months of additional resource to MASH, Family Solutions Plus and Youth Justice and Exploitation services.

Dedicated Schools Grant (DSG)

High Needs DSG

22. As part of 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 agreed budget, although actions to reduce the deficit in year and over the medium term need to be considered and agreed.

Adult Services

23. For 2021/22 the Adult Social Care and Commissioning budget is £197.7m, a 1.9% increase on the previous year's original budget. This includes a £5.6m increase in budget linked to demographic growth plus various other investments and savings to be actioned in 2021/22.

Service Area	2021/22 Original Budget £m
Better Care Fund Pooled Budget	81.6
Adults with Care and Supporting Needs Pooled Budget	97.5
Non- Pool Services	14.1
Commissioning	4.5
Total ASC & Commissioning Budget	**197.7**

Description	2021/22 £m
Pressures and Investments	3.0
Savings	-4.6
Demography	5.6
Total Net Budget Changes	**4.0**

24. Reflecting the position at the end of 2020/21, £10.4m is held in the council's earmarked reserves, £7.9m of which is held to meet future cost pressures within Adult Social Care, including £2.2m for anticipated pressures relating to mental health needs. 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 Groups (OCCG) over the last two financial years. The expectation is that this will be used to meet financial risk linked to the on-going cost of hospital discharges and other system wide health pressures.

25. At this early stage of the year a breakeven position is assumed against the council contributions to the pools.

26. The existing pool structure which is underpinned by a Section 75 agreement between the council and OCCG is continuing for the first half of 2021/22. However, it is anticipated that changes flowing from the implementation of the Joint Commissioning Executive (JCE) and joint working will be agreed as the year progresses.

Better Care Fund

27. The Better Care Fund 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 are expected to be agreed by the Joint Commissioning Executive (JCE) in July 2021. OCCG's contribution to the pool is now proposed to be £99.3m a 1.1% increase on last year. The arrangements to manage the impact where there are variations compared to the budgets in the pool also need to be agreed by the JCE but the expectation is that each partner will manage their own variations for at least the first half of the year.

29. The council will continue to receive £10.4m improved Better Care Fund (iBCF) grant in 2021/22 which will support the Adult and Social Care budget as agreed as part of service and resource planning process. The expected use is set out in the table below.

Use of iBCF Grant to Fund Expenditure in 2021/22	£m
Winter Pressures expenditure	1.2
Workforce Initiatives	0.1
Innovation Projects	0.3
Live well at home	0.3
Develop Community Capacity & Connections	0.3
Hospital Team	1.2
Short Stay beds	0.3
Demographic Growth - growth in care packages	2.3
Provider Fee increases	4.4
Total	**10.4**

30. 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 £26.3m and has increased by 5.3% in 2021/22 in line with the national increase to the Better Care Fund.

31. A breakeven position is being reported within the Pool on the assumption that activity levels, which have been impacted by the COVID-19 pandemic will increase

as the year progresses. Updates on whether that is the case, and other impacts of the pandemic will be provided through future updates.

32. The Hospital Discharge Scheme continues 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 30th June 2021. From 1st July the scheme will fund up to 4 weeks of care for people discharged from hospital. This will continue until 30th September 2021. Information on whether the scheme will continue in the second half of the year is awaited.

33. We are currently seeing a 11% reduction in the overall number of care home placements compared to February 2020, the forecast assumes the level of activity will pick up during the year, this will continue to be monitored and reported on in subsequent months. The average cost of a care home placement is currently £845 per week; to scale the impact if 20 new placements were made at the beginning of June 2021 this would cost an estimated £0.7m for the remainder of the year.

34. A major commissioning exercise has been undertaken, restructuring the way the council delivers support to people, enabling them to Live Well at Home. Through this the council will introduce a more structured pricing model for home support and reablement, and a two-tiered delivery service involving both strategic and zonal partners. The original intention was to deliver this new model at the beginning of the financial year; however, implementation is now planned from 1st October 2021. The financial impact can be managed within existing budgets, but this will be continued to be monitored throughout the year.

Adults with Care and Support Needs Pool

35. The Adults with Care and Support Needs 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.

36. The budget contributions to the pooled budget in 2021/22 are expected to be agreed by the JCE for this Pool in July 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 the variation.

37. The budget includes £1.5m linked to previous expectations for growth over and above the demographic growth that was also included in the Medium-Term Financial Strategy. Early indications show that this added increase may not be required. However, this service is demand led and service users often have high cost care packages, so this position could change very quickly within the year and will be closely monitored on a monthly basis.

38. Overall a breakeven position is forecast this reflects 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 it under the current risk share arrangements. This is offset by a £0.2m forecast underspend for Learning

Disabilities. The forecast assumes the level of growth allocated as part of the budget setting process will be utilised, this will continue to be monitored throughout the year.

Non-Pool Services

39. £1.1m budgeted funding for care provider inflation will be moved into the relevant pooled budgets in line with the uplifts agreed in April 2021.

40. £1.1m has been set aside to meet anticipated ongoing short-term pressures.

41. Also included is Included in the forecast is £0.3m of expenditure relating to costs arising from the COVID-19 pandemic, this relates to additional staffing costs to support review activity.

42. The Business Administration functions of the directorate are being reviewed to enable a consistency of approach across the council in order to consolidate, simplify and standardise administrative and business support functions across the organisation. It is anticipated that the new structure will go live in July 2021 and will be funded from existing budget available after delivering the existing transformation saving linked to this service.

Commissioning

43. The structure for the new Health, Education & Social Care team went live in February 2021. Several posts are still in the process of being recruited to, so agency staff are providing interim cover to allow service delivery to be maintained. It is anticipated that the cost of using agency staff will be offset by staff vacancies currently existing within the structure, an update on this position will be provided on a monthly basis.

Bad Debt Write off Request

44. Cabinet is recommended to write off an Adult Social Care contribution debt totaling £26,137.82. In this case the estate was partly insolvent. A total of £12,000 was received following conclusion of the estate by the solicitors. The debt had accrued over several years; a court awarded instalment was in place prior to death.

COVID-19 Ringfenced Grants

45. A further tranche of Infection Prevention and Control (£2.4m) and Rapid Testing grant funding (£1.7m) announced in March 2021 has been provided 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 April 2021 to 30 June 2021. The £4.1m funding was received by the council in April 2021, 70% of the Infection Prevention & Control element has to be passed to care homes and domiciliary care providers in line with the grant conditions. The remaining 30% is available to be used to support infection control costs on a discretionary basis and is being 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. On 27 June 2021 the Department of Health and Social Care announced further funding for the period

from 1 July 2021 to 30 September 2021. Oxfordshire's allocations are £1.8m Infection Control Grant and £1.3m Rapid Testing Grant.

46. As at 31 May 2021, £1.7m of the mandatory element of the Infection Prevention and Control grant has been passed on to providers, £1.1m to care homes and £0.6m to domiciliary care providers with £0.5m of the discretionary element being used as previously agreed. £0.9m of the mandatory element of the Rapid Test grant funding has been passed to care homes, with £0.6m of the discretionary element also having been distributed to care homes and domiciliary care providers in accordance with the guidance.

47. 62% of the Rapid Testing element needs to be passed to care home providers undertaking lateral flow testing with the remainder available to support other providers undertaking the testing in settings where there are multiple residents.

48. 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

49. The council has received notification that the ringfenced Public Health Grant will be £31.7m in 2021/22, this includes a 0.7% increase on last year's grant plus a £0.2m increase in relation to pre-exposure prophylaxis (PrEP) for HIV, awarded to Oxfordshire to support us to deliver routine commissioning.

50. The grant is ring-fenced for the use on a range of prescribed and non-prescribed functions. Expenditure should, in addition to meeting one of the eligible public health functions, have due regard to the need to improve public health outcomes, reduce health inequalities and improve the take-up and outcomes from its drug & alcohol misuse services.

51. Prescribed functions are: STI testing & treatment, Contraception, NHS Health Check programme, health protection, advice to NHS commissioners, National Child Measurement Programme and Public Health services for 0-5s.

52. The main services funded by the grant include Public Health Services for 0-19s (Health Visiting and School Health Nurses) (£11m), Smoking and Tobacco control (£0.6m), NHS Health checks (£0.6m), Obesity (£0.8m), Sexual Health (£6.4m) and Drugs and Alcohol (£7.7m).

53. The terms and conditions of the Public Health grant state that any unspent grant will be carried forward through the Public Health reserve and used to fund eligible spend in future years.

54. There are no anticipated increases in costs arising from the COVID-19 pandemic or loss of income due to the COVID-19 pandemic 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.

55. The council is currently holding £3.5m in the Public Health reserve. This is available to support one – off eligible spend in 2021/22 or future years. It is anticipated that first call on this will be to "catch-up" services, such as NHS health checks which were significantly impacted due to COVID-19.

56. Following a change in the responsibility for council funded Domestic Violence budgets, £0.5m will now be reported as part of Public Health rather than within Adult Social Care. In addition to this the council has been awarded 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 DA strategy and will direct how the funds are spent. In the meantime, a rapid review has identified initial areas of spend.

57. 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. The actual spend during 2020/21 was £1.3m, leaving £1.6m to support eligible spend in 2021/22.

58. £0.3m of the £0.8m Rough Sleeping Drug and Alcohol Treatment Grant was not required to be spent during 2020/21. This will be used to continue to support homelessness and rough sleeping initiatives in line with the grant agreement in 2021/22.

59. In 2020/21 the council was awarded £0.13m from Sport England for a Wayfinding project to encourage children to walk to school. A Wayfinding Officer is working with schools to deliver the project.

60. The Community Testing Programme (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. Grant funding to cover the staffing and site costs incurred at each of the four community testing sites in Oxfordshire is being claimed monthly from the Department of Health & Social Care.

61. The council has been awarded £0.2m from Public Health England in relation to Adult Weight Management to be spent in 2021/22. This will be used to support additional weight management programmes addressing dietary intake, physical activity, and behaviour change for adults who are overweight or living with obesity.

62. The council has received notification of a £0.4m award in relation to the Drug Treatment, Crime and Harm Reduction Grant. This 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 CJ pathway, and a further community based "Refresh Café" recovery project.

Environment & Place

63. For 2021/22 the Environment & Place budget has been agreed at £61.1m.

Service Area	2021/22 Original Budget £m
Planning & Place	3.4
Community Operations	57.6
Growth & Economy	0.1
Total Environment & Place Budget	**61.1**

Description	2021/22 £m
Pressures and Investments	0.2
Savings	-3.2
Total Net Budget Changes	**-3.0**

64. This Directorate is made up of three individual service areas: Planning & Place, Community Operations and Growth & Economy. 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.

65. At this stage a £1.0m overspend is reported. This relates to additional resourcing requirements and activity within Growth and Economy team which was reported in the final report of 2020/21 and is ongoing into 2021/22. Work is being undertaken to realign service budgets to address this alongside the directorate wide review of budgets that is currently underway. It is anticipated that this will help the service to manage the overspend.

66. Environment & Place has a significant redesign programme in place that is anticipated to be delivered and implemented partly in this financial year, with compete implementation in the next year (2022/23). The timing of the redesign programme has been impacted by the pandemic and changes in the senior management structure. There is a risk that the savings budgeted for 2021/22 may not fully materialise in this financial year and other mitigations may need to be sought to balance this year's budget.

67. The Planning & Place area leads in planning and development of strategic infrastructure that supports Oxfordshire's ambitions for thriving economy.

68. Community operations is responsible for a wide range of services relating to operations and maintenance of the County Council's environment and place activities including highway maintenance, network management to ensure roadworks and coordination, asset record keeping and managing and operating school and community transport.

69. Highway maintenance revenue funding is for reactive maintenance and incident response. It also covers the winter maintenance aspect of the service including the gritting and preventive treatments needed to keep the network free from snow and ice. Previous seasons and trends are used to assess the level of funding and

manage the budget, but as the weather is something that is beyond control, the cost is something that can fluctuate dependent upon the severity of the season. A greater level of capital funding for improvements in drainage and road resurfacing is planned which should reduce the level of reactive maintenance required. The services are also working with Milestone to introduce a range of improvements about how we assess and repair defects to help reduce costs and increase efficiency throughout the 2021/22.

70. The management of the network has an assumed level of income based on previous years which is used to support the service being provided. This includes, income from parking charges, vehicle fines, and roadwork permit charges. The impact of COVID on these income streams is still having an impact, mainly in relation to parking charges.

71. The main transport expenditure pressure is in relation to home to school transport which can come under significant pressure if there are greater than normal requirements for this service and is managed through revising routes and transport solutions. COVID-19 has had an impact on the operation and income generation of Comet bus service which brings in additional funding through utilisation of special needs school transport mini-buses.

72. The County Council has a statutory duty to dispose of household waste. This waste is collected at the kerbside by the district and city councils who retain control and responsibility for the disposal of the mixed recycling – paper, card, glass etc. The residual, food and green waste collected at the kerbside is delivered into facilities provided, managed and funded by the County Council. Additionally, the County Council provides the Household Waste Recycling Centre service.

73. The annual budget is £27.0m which funds the management of around 300,000 tonnes of household waste. During 2020/21 the amount of household waste produced by residents increased by 9% as a result of the pandemic and more residents being at home more of the time. This is the largest increase in one year on record and equated to an additional cost of £2.1m for the Council compared to the previous year. As the COVID-19 restrictions continue to lift through this year it is anticipated that waste levels will return towards previous levels. However, it is expected that there will have been some permanent behaviour changes which means that full return to previous waste levels is unlikely. The mitigation for this increase is to continue to work with the City and District councils and with residents to ensure as much waste as possible is reused, recycled or composted as these represent a significant saving on the cost of disposal as well as being environmentally the better options.

Customers, Organisational Development & Resources

74. For 2021/22 the Customers, Organisational Development and Resources budget is £33.3m.

Service Area	2021/22 Original Budget £m
Corporate Services	2.4
Human Resources & Organisational Development	3.2
Communications, Strategy & Insight	2.8
ICT & Digital	10.3
Culture & Customer Experience	8.6
Finance	6.0
Total Customers, Organisational Development & Resources Budget	**33.3**

Description	2021/22 £m
Pressures and Investments	0.9
Savings	-1.3
Total Net Budget Changes	**-0.4**

75. 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.

76. There are no key risks or issues in the CODR directorate for 2021/22. There is an anticipation that Income from fees and charges in library service and the music service may be impacted by COVID-19 restrictions until end of June 2021, but it is expected the majority of this will be met from the sales, fees and charges income guarantee scheme which has been extended to 30 June 2021, covering the first quarter of the financial year.

77. The Customer Service Centre (CSC) is the single point of contact into the Council for many residents and businesses. The aim is to provide a quality service focused on access, resolution and professionalism. The CSC has a clear remit to deliver more services through the telephony and digital channels and will support other directorates to help achieve their financial challenges. At this stage a £0.3m underspend is reported, this primarily relates to team vacancies. A new Continuous Improvement team is currently being set up to work across OCC and CDC with the aim of finding efficiencies and improving customer experience across both organisations. The services anticipate a breakeven position towards the year end once the team is fully operational.

78. The IT Service developed a new Strategy and Business Case for improvement in December 2019. The programme of work has been delayed by the pandemic, but

despite this progress has been made in a number of areas such as implementing a joint IT Service with Cherwell District Council which will go live on 1 June. This will enable the Service to achieve more economies of scale and underpin the wider partnerships that are being formed between the Councils. Refreshing the data centre infrastructure removed a number of operating risks and also provided a much improved consistent, resilient service. Moving forward into 2021/22 a savings target of £0.5m has been set to support the wider corporate objective.

79. There is a likely to be a small loss of income from some of the services being affected by the COVID-19 pandemic. This will be recovered from the government's Sales, Fees and Charges compensation scheme where applicable or will be funded by the Council's COVID-19 reserve.

Commercial Development, Assets & Investment

80. For 2021/22 the Commercial Development, Assets & Investments budget is £50.3m.

Service Area	2021/22 Original Budget £m
Property and Facilities Management	18.4
Law & Governance	7.0
Fire & Rescue and Community Safety	24.7
CDAI Management Costs	0.2
Total Commercial Development, Assets & Investment Budget	**50.3**

Description	2021/22 £m
Pressures and Investments	1.8
Savings	-2.4
Total Net Budget Changes	**-0.6**

81. This directorate is made up of three main service areas, Legal Services, Property Investment & Facilities Management and Fire & Rescue.

82. At this stage a £1.1m underspend is forecast. This relates to Property, Investment & Facilities Management and is the ongoing impact of the delay to the joint working model as set out in the 2020/21 year end report.

83. The main risks for the next couple of years within the Property, Investment & Facilities Management are the large savings targets (£2.0m 2021/22 & £1.6m 2022/23) relating to the new joint working model currently being implemented for joining the two property teams of the County Council and Cherwell District Council, and any delayed implementation will impact on realising the savings as only part year effect. In addition to that, any one-off restructure type costs will be a pressure (although not yet quantified) and also the need to invest in some of our properties as part of the wider rationalisation plan within our Property Strategy.

84. The Law and Governance service provides comprehensive legal advice and representation service to all Directorates of the Council and to the Council as a whole. This service area includes Democratic Services and Information Services.

Democratic Services lead and support the corporate governance of the Council whilst also administering the democratic decision-making process. Information Services ensure that the Council is compliant with a complex and wide-ranging statutory data governance regime.

85. Law and Governance at the outset of 2021/22 will be focusing upon meeting income generating targets and adding value across the diverse range of services offered to the Council. The first two quarters will require a review of how the service operates in order to capitalise upon efficiencies. The management team is aware of increasing external pressures such as barrister spend which has appreciated in line with increases in complexity and workload. The service is working closely across both Cherwell District Council and the County Council to deliver these improvements.

86. The Fire and Rescue Service is delivered in line with the Fire and Rescue Services Act and National framework document, to meet the requirements of the Oxfordshire County Council Fire Authority's Community Risk Management Plan (CRMP). The service delivers through a combined approach of Protection, Prevention and Response to deliver the 365Alive targets. This year we have supported the Ambulance Service during exceptional demand and continue to deliver against Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) and Grenfell Action plans leading to a variance in planned spending.

87. The service activities have adjusted to the change in working due to the pandemic, with operational response assisting others in delivering front line services. Savings in areas of typical expenditure have been reduced and will continue to do so whilst the majority of the organisation continues to work remotely. Planned expenditure for this year may continue to be postponed due to the availability of services, contractors and provisions.

88. Emergency Planning service ensures that the requirements of Civil Contingency Act and other supplementary legislation are met. Supporting the Organisational Resilience and Business Continuity across the County Council and providing business continuity advice to local business.

89. Gypsy & Traveller services (GTS) deal with unauthorised encampments and manages the six county council owned permanent sites. It is anticipated that through impact of the pandemic there will be further reduction in rental collection throughout the year.

90. The impact of the pandemic and the protection from eviction for tenants has seen a reduction in the rental income for GTS. This is hoped to be somewhat recovered during this financial year but a loss of income for some tenants has seen financial hardship on some of the sites.

Corporate Measures

General Balances

91. It is considered prudent to maintain a level of balances commensurate with risk,

and a risk assessment is undertaken annually by the Section 151 officer (Director of Finance), as part of the budget setting process. The Chartered Institute of Public Finance and Accountancy (CIPFA) publishes an annual Financial Resilience Index. This provides information on the level of general balances for all authorities. Excluding extremes, the average percentage of net revenue budget held for general balances by County Councils in 2018/19 was 5.1%.

92. The risk assessment for 2021/22 has determined that balances should be held at £28.8m. This is equivalent to 6.0% of the net revenue budget for 2021/22 and equates to around three weeks net expenditure.

93. There is an increase in the assessed risk from 2020/21 primarily due to the changing risk environment that has emerged as a result of the COVID-19 pandemic. Details of the risk assessment are set out in the General Balances and Earmarked Reserves Policy Statement which was agreed as part of the 2021/22 Budget by Council in February 2021.

94. General Balances at 31 March 2021 were £34.6m and are forecast to be £35.0m by 31 March 2022, due to the current forecast directorate underspend of £0.4m.

Reserves

95. Earmarked Reserves totaled £158.8m on 31 March 2021. The table sets out the balance on each reserve. These include £47.1m of Capital reserves which will be used to support the Council's ten year Capital Programme, £17.3m of maintained school balances, £14.2m COVID-19 reserve and Budget Prioritisation Reserve of £14.6m of which £10.3m will be used to support Adult Social Care and Mental Health pressures in future years.

	Balance at 31 March 2021 £m
Schools' Reserves	17.3
Vehicle and Equipment Reserve	2.1
Grants and Contributions Reserve	22.9
Government Initiatives	2.1
Trading Accounts	0.5
Council Elections	0.8
Partnership Reserves	3.0
On Street Car Parking	3.1
Transformation Reserve	1.1
Demographic Risk Reserve	6.0
Youth Provision Reserve	0.7
Budget Prioritisation Reserve	14.6
Insurance Reserve	12.5
Business Rates Reserve	1.0
Capital Reserves	47.1
Investment Pump Priming Reserve	2.0
Council Tax Collection Fund Reserve	6.0
Redundancy Reserve	1.8
Covid-19 Reserve	14.2
Total Earmarked Reserves	**158.7**

Use of Covid-19 Reserve

96. It is recommended Cabinet agreed to transfer £1.4m to Children's Services for the pressures in Education as set out in paragraph 15 and Children's Social Care as set out in paragraphs 19-21.

Grants

97. As set out in Annex C-3 government grants totaling £409.5m will be received by the Council during 2021/22. This has increased by £12.2m from the budget set in February 2021. The change relates an additional tranche of Contain Outbreak Management Fund Surge Funding Grant of £3.1m, tranche 3 of the infection control grant £4.1m, additional funding for Community testing £1.0m, Domestic Abuse Funding of £1.1m, £1.6m COVID-19 Local Support Grant (previously Winter Support Scheme), an increase of the Public Health Grant allocation by £0.4m and Drug Treatment, Crime and Harm Reduction Grant (£0.4m).

98. The council has received £0.1m of Support for Care Leavers at Risk of Rough Sleeping Grant. This grant is un-ringfenced, but it is recommended this additional funding is allocated to Children's Services to be used to support Care Leavers as the intention of the grant.

Medium Term Financial Strategy Savings

99. The 2021/22 budget includes planned directorate savings of £16.1m. At this early point of the financial year £12.1m or 75% are expected to be delivered by year end. £4.0m or 25% are rated amber. Updates will be included in future reports.

Strategic Measures

100. The budgeted interest receivable for in-house Treasury Management during 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 balances are higher than originally expected, the forecast outturn remains in line with budget.

101. Externally managed funds 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 be reversed out of the general fund.

102. The corporate contingency budget is held to cover;

- the risk that demographic pressures are higher than forecast;
- any unfunded new burdens or unfunded elements of government grant;
- any potential green book pay award plus other outstanding inflationary elements; and
- the risk that proposed savings are not achieved in full, based on the performance targets set out in the Financial Strategy.

103. The corporate contingency budget for 2021/22 is £5.6m. The government had announced a national pay freeze as part of the Spending Review in the Autumn 2020 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. A similar offer has been made in respect of Firefighters. The offers have yet to be agreed by the Unions but would be a call on the corporate contingency budget of approximately £2.5m. The status of negotiations with other pay awarding bodies are not know at this time.

Debt

Corporate Debtors

104. Customer debt attributed to COVID-19 has decreased from £0.03m to £6,000 and now relates to just one debtor.

105. The average collection rate increased by 1.7% to 94.6%, just below the collection rate target of 95%. However, the collection rate for invoices over £10,000 was 100% this period.

106. Debt requiring impairment (DRI) reduced marginally for the second month and remains £0.3m target. 20% of the bad debt relates to six debtor accounts. The highest debt linked to one debtor is 5% of bad debt and legal services are managing negotiations to support the service. The remaining five all are in the process of being resolved.

Adult Social Care Debtors

107. The invoice collection rate remains at 90% of invoices paid within 90-120 days, just below the 92% target.

108. Debt requiring impairment (DRI) which is debt that has potential to be unrecoverable increased this month to £3.06m, £0.5m above the current impairment balance; however, this is a yearlong target to be worked towards. At the end of the last financial year £0.13m was able to be withdrawn from the impairment balance.

109. As reported previously the Adults Income team are managing a backlog of case work linked to the COVID-19 pause (April – September 20-21). There are a four high value cases with a value of approximately £0.280m, these require the support of legal services and outside counsel; it is expected these will not be quickly resolved.

110. There continues to be delays with state systems i.e. Court of Protection (COP), Probate Office, house sales and HMCTS. Probate cases account for 21% of the impaired debt and cases pending COP orders 6.5%.

111. Internal operational challenges continue due to the impact of remote working; additional case work linked to higher deaths and case backlog from held action at start of the year. The team are focused on stabilising processes and case work during the year.

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

Directorate	Net Budget (Latest Estimate) £000	Projected Full Year Spend £000	Projected Year End Variance underspend- overspend+ £000	Projected Year End Variance £000	Projected Year End Traffic Light Red > 1% Green on track
Children's Services	138,960	138,960	0	0.00%	G
Adults Services	193,193	193,193	0	0.00%	G
Public Health	230	230	0	0.00%	G
Environment and Place	61,051	62,051	1,000	1.64%	R
Customers, Organisational Development and Resources	33,248	32,929	-319	-0.96%	G
Commerical Development, Assets and Investments	50,288	49,177	-1,111	-2.21%	R
Directorate Total Net	**476,970**	**476,540**	**-430**	**-0.09%**	G

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

Directorate	Net Budget (Latest Estimate) £000	Projected Full Year Spend £000	Projected Year End Variance underspend- overspend+ £000	Projected Year End Variance £000	Projected Year End Traffic Light Red > 1% Green on track
Contributions to (+)/from (-)reserves	31,657	31,657	0		
Contribution to (+)/from(-) balances	0	430	430		
Public Health Saving Recharge	-425	-425	0		
Contingency	5,606	5,606	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	50,978	51,408	430	0.00%	
Unringfenced Government Grants	-38,752	-38,752	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	403,380	403,380	0	-0.09%	

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

		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% Green on track	Commentary
		£000	£000	£000	%		
CEF1	**Education & Learning**						
CEF1-1	Management & Central Costs	1,223	1,223	0	0.0%	G	
CEF1-2	SEND	4,042	4,042	0	0.0%	G	There are considerable pressures currently within the SEN Casework and Educational Psychologist teams. The additional workload is likely to result in an additional budget pressure, but at this time options to meet this demand are being considered.
CEF1-3	Learning & School Improvement	1,587	1,587	0	0.0%	G	
CEF1-4	Access to Learning	25,596	25,596	0	0.0%	G	In 2020/21 there was a significant underspend on Home to School Transport due to a savings through alternative or more efficient transport solutions and through periods of the year where fewer children needed to be transported to school due to COVID-19. Some of these benefits are expected to continue this year, however until demand for transport is known from the autumn term onwards it isn't possible to forecast this area accurately.
CEF1-5	Learner Engagement Service	222	222	0	0.0%	G	
	Total Education & Learning	**32,670**	**32,670**	**0**	**0.0%**	G	

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

		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% Green on track	Commentary
		£000	£000	£000	%		
CEF1	**Education & Learning**						
CEF1-1	Management & Central Costs	1,223	1,223	0	0.0%	G	
CEF2	**Children's Social Care**						
CEF2-1	Management & Central Costs	5,941	5,941	0	0.0%	G	
CEF2-2	Social Care	27,815	27,815	0	0.0%	G	There is significant demand and recruitment and retention issues within this service, which are exacerbated by the impacts of COVID-19. Potential solutions are being considered but there is a significant risk of a pressure in this area arising over the coming months.
	Total Children's Social Care	**33,756**	**33,756**	**0**	**0.0%**	G	
CEF3	**Children's Social Care Countywide Services**						
CEF3-1	Corporate Parenting	52,985	52,985	0	0.0%	G	Demand for placements and unit cost remains a risk for this service, however at this time these are forecast to be within the current budget. As the year progresses it will become clearer whether there is an impact of COVID-19 on this service over the short to medium-term.
CEF3-2	Safeguarding	4,164	4,164	0	0.0%	G	
CEF3-3	Services for Disabled Children	8,974	8,974	0	0.0%	G	
CEF3-4	Youth Offending Service	762	762	0	0.0%	G	
	Total Children's Social Care Countywide Services	**66,885**	**66,885**	**0**	**0.0%**	G	

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

		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% Green on track	Commentary
		£000	£000	£000	%		
CEF1	**Education & Learning**						
CEF1-1	Management & Central Costs	1,223	1,223	0	0.0%	G	
CEF4	**Schools**						
CEF4-1	Delegated Budgets	0	0	0		G	
CEF4-2	Nursery Education Funding (EY)	0	0	0		G	
CEF4-3	Non-Delegated School Costs	216	216	0	0.0%	G	
CEF4-4	School Support Non-Negotiable Recharges	0	0	0		G	
CEF4-5	Capitalised Repairs & Maintenance	0	0	0		G	
	Total Schools	**216**	**216**	**0**	**0.0%**	G	
CEF5	**Children's Services Central Costs**						
CEF5-1	Management & Administration	1,044	1,044	0	0.0%	G	
CEF5-2	Premature Retirement Compensation	3,434	3,434	0	0.0%	G	
CEF5-3	Commissioning Recharge	955	955	0	0.0%	G	
	Total Children's Services Central Costs	**5,433**	**5,433**	**0**	**0.0%**	G	
	Total Children's Services	**138,960**	**138,960**	**0**	**0.0%**	**G**	

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

		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% Green on track	Commentary
		£000	£000	£000	%		
CEF1	**Education & Learning**						
CEF1-1	Management & Central Costs	1,223	1,223	0	0.0%	G	
MEMORANDUM: DEDICATED SCHOOLS GRANT - DSG Funded Expenditure (Gross)							
	Schools DSG	123,115	123,115	0	0.0%		
	High Needs DSG	65,530	77,230	11,700	17.9%	R	This variance remans in line with the budget agreed in February 2021 which included a forecast variance of £11.7m.
	Early Years DSG	39,277	39,277	0	0.0%		
	Central DSG	4,616	4,616	0	0.0%		
	Total DSG Funded Expenditure	**232,538**	**244,238**	**11,700**	**5.0%**	**R**	

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Variance Last Month	Change in Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+				Red > 1% Green on track	
		£000	£000	£000	%	£000	£000		
SCS1	**Adult Social Care**								
SCS1-1A	**Better Care Fund Pool Contribution**	**81,933**	**81,933**	**0**	**0.0%**		**0**	G	At this early stage of the year a breakeven position is being reported noting the on-going risks and uncertainties around activity levels and the on-going impact of the Hospital Discharge Scheme and the COVID - 19 pandemic.
SCS1-1B	**Adults with Care and Support Needs Pool Contribution**	**97,228**	**97,228**	**0**	**0.0%**		**0**	G	At this early stage of the year a breakeven position is being reported, the demand led forecast includes an element of growth which will continue to be monitored and reported on throughout the year.
SCS1-2 to 9	**Other Adult Social Care Services**								
SCS1-2	Adult Protection & Mental Capacity	3,666	3,666	**0**	**0.0%**		**0**	G	
SCS1-3	Provider & Support Services	3,500	3,500	**0**	**0.0%**		**0**	G	
SCS1-4	Domestic Violence & Abuse Support Service	479	479	**0**	**0.0%**		**0**	G	
SCS1-5	Housing Related Support	1,033	1,033	**0**	**0.0%**		**0**	G	
SCS1-6	Other Funding	-8,232	-8,232	**0**	**0.0%**		**0**	G	
SCS1-8	Adult Social Care Recharges	4	4	**0**	**0.0%**		**0**	G	
SCS1-9	Adult Social Care Staffing & Infrastructure	13,582	13,582	**0**	**0.0%**		**0**	G	
	Total Other ASC Services	**14,032**	**14,032**	**0**	**0.0%**	**0**	**0**	**G**	
	Total Adult Social Care	**193,193**	**193,193**	**0**	**0.0%**	**0**	**0**	**G**	

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Variance Last Month	Change in Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+				Red > 1% Green on track	
		£000	£000	£000	%	£000	£000		
SCS2	Commissioning	4,574	4,574	0	0.0%	0	0	G	The new Health, Education & Social Care team went live in Feb 2021, to allow service delivery to be maintained interim staff have been employed, at this stage it's anticpated that they will be funded by the high number of vacant posts currently existing within the new structure.
	Total Adult Services	**197,767**	**197,767**	**0**	**0.0%**	**0**	**0**	**G**	

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
PH 1 & 2	**Public Health Functions**						
PH1-1	Sexual Health	6,210	6,440	230	3.7%	R	
PH1-2	NHS Health Check Programme	645	645	0	0.0%	G	
PH1-3	Health Protection	8	8	0	0.0%	G	
PH1-4	National Child Measurement Programme	154	154	0	0.0%	G	
PH1-5	Public Health Advice	100	113	13	13.0%	R	
PH1-6	0 - 5 year olds	8,833	8,848	15	0.2%	G	
PH2-1	Obesity	797	802	5	0.6%	G	
PH2-2	Physical Activity	67	120	53	79.1%	R	
PH2-3	Public Health General	2,064	2,178	114	5.5%	R	Early reports are highlighting an underspend on staffing linked to vacant posts, this will be reviewed and reported on in future months
PH2-4	Smoking and Tobacco Control	573	625	52	9.1%	R	
PH2-5	Children's 5-19 Public Health Programmes	2,265	2,302	37	1.6%	R	
PH2-6	Other Public Health Services	1,244	1,309	65	5.2%	R	
PH2-7	Drugs and Alcohol	7,733	7,733	0	0.0%	G	
	Total Public Health Functions	**30,693**	**31,277**	**584**	**1.9%**	R	
PH3	**Public Health Recharges**	**633**	**633**	**0**	**0.0%**	G	

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
PH4	Grant Income	-31,096	-31,680	-584	1.9%	R	
	Transfer to Public Health Reserve	0	0	0	0.0%	G	Any underspend within Public Health will be transferred to the Public Health reserve.
	Total Public Health	230	230	0	0.0%	G	

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
PG2	Planning & Place	3,412	3,412	0	0.0%	G	Planning and place services are forecasting a breakeven position. The service has increased income and savings targets for this year linked to the new mobility model. This will be launched in July and will allow for savings. However, it is still anticipated to have a breakeven position at the yearend.

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
PG3	Growth & Economy	93	1,093	1,000	1075.3%	R	The service is currently forecasting a £1.0m overspend due to unfunded teams and activities. Work is being undertaken by the service to set up and align service cost centre which will enable the service to understand quantum of any issues. Currently teams and budgets are not aligned meaning that the total value of cost pressures to the services is not yet known. However, a directorate wide review of budgets is currently underway which would enable the service to reduce an anticipated overspend at the yearend.

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
COM1	Communities Management	-1,162	-1,162	0	0.0%	G	
COM2	Community Operations	58,708	58,708	0	0.0%	G	Services are forecasting a breakeven position at the yearend. There is a forecast loss of income to of £4.0m due to the COVID-19 pandemic. This mainly relates to parking and permit income. It is anticipated that most of the unachieved income will be recovered through the Sales, Fees and Charges Income Guarantee Scheme funded by MHCLG. The remaining pressure will be funded by the COVID-19 budget for costs and income losses
	Total Environment & Place	**61,051**	**62,051**	**1,000**	**1.6%**	**R**	

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
COD1	Corporate Services	2,360	2,360	0	0.0%	G	
COD2	Human Resources & Organisational Development	3,223	3,223	0	0.0%	G	
COD3	Communications, Strategy & Insight	2,768	2,749	-19	-0.7%	G	There is a slight overall underspend in Communications, Strategy & Insight due to staff vacancies and the temporary secondment of a staff member to the post of Programme Director COVID Response. A small loss of income is forecast due to the COVID-19 pandemic – this is from the lack of provision of data assessment services. The loss in income will be offset by savings from staff vacancies, with any remaining pressure funded by Covid-19 Reserve

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
COD4	ICT & Digital	10,333	10,333	0	0.0%	G	ICT & Digital services are currently forecasting a breakeven position fully achieving the services savings target of £0.5m. The management team is always working to identify further savings and efficiencies both within the IT Service and the wider organisation. The planned savings targets are currently being managed and achieved within the service, but there are variables outside of the service's control such as new starters and the increased cost in IT equipment due to the pandemic and Brexit that may become a pressure throughout the year.

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
COD5	Culture & Customer Experience	8,611	8,311	-300	-3.5%	R	This service area is forecasting a £0.3m underspend position. This primarily relates to team vacancies in Customer Service Centre (CSC). A new Continuous Improvement team is currently being set up to work across OCC and CDC with the aim of finding efficiencies and improving customer experience across both organisations. The services anticipate a breakeven position towards the year end once the team is fully operational. Culture & Customer experience services continue to monitor loss of income on services such as Blue Badge and Concessionary Fares this financial year. There may be a pressure arising from loss of income, due to residents taking fewer journeys or delaying their applications due to the ongoing pandemic. Moreover, there is an ongoing need for the Social and Health Care team to do overtime due to increased demand during COVID-19.
COD6	Finance	5,953	5,953	0	0.0%	G	
	Total Customers, Organisational Development & Resources	**33,248**	**32,929**	**-319**	**-1.0%**	**G**	

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

		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% Green on track	Commentary
		£000	£000	£000	%		
CDAI1	Property & Community Facilities Management	18,420	17,309	-1,111	-6.0%	R	The forecast underspend in the service area is £1.1m. The main forecast underspends within the service include; (£0.3m) underspend due to delayed restructure, funds held as anticipated transformation costs relating to a joint working service delivery model with CDC. Estates (£0.5m) underspend due to savings from (landlord & tenant) successful rent negotiations as well as other savings from reduced utilities offset by vacant buildings costs. Although current underspend position is reported it is anticipated that this underspend is likely will be required to offset the pressure arising due to in year lease termination costs. Soft services have reported a (£0.2m) underspend due to reduced requirement of office supplies and various vacant posts within the area. However, the service is anticipating to move to a breakeven position toward the yearend. The service is continuing to work within the limits of the ongoing pandemic with underspends arising in various areas. However, it is anticipated that services will be returning to as near 'normal' operations. The restructure within the service area is now underway. However, delays to the restructure within the services resulted in a significant underspend.

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

		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% Green on track	Commentary
		£000	£000	£000	%		
CDAI2	Law & Governance	6,993	6,993	0	0.0%	G	Law and governance are forecasting a £0.1m overspend. This primarily relates to an overspend in Procurement services as a result of agency staff and recruitment fees required during the transition period after the restructure. Although legal services are currently forecasting a small overspend there is an underlying budget pressure due to increases in Counsel (Barrister) spend. This primarily relates to Childcare care cases and the increased reliance upon locum provision due to recruiting difficulties. Legal services are currently working to recruit to outstanding posts and reviewing childcare spend on counsel to assess how these pressures can be mitigated throughout the year.
EE4	Fire & Rescue and Community Safety	24,745	24,745	0	0.0%	G	The service is forecasting a breakeven position. Increased pressures arising from the ongoing pandemic are offset by savings being made by the service due to COVID-19.

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Projected Year End Variance	Projected Year End Traffic Light	Commentary
				underspend- overspend+		Red > 1% Green on track	
		£000	£000	£000	%		
CDAI4	CDAI Management Costs	130	130	0	0.0%	G	
	Total Commercial Development, Assets & Investment	**50,288**	**49,177**	**-1,111**	**-2.2%**	R	

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

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
CEF1	Education & Learning			
	Gross Expenditure	92,408	-86	100,836
	Gross Income	-61,899	118	-68,166
		30,509	32	32,670
CEF2	Children's Social Care			
	Gross Expenditure	36,328	-198	35,948
	Gross Income	-3,260	65	-2,192
		33,068	-133	33,756
CEF3	Children's Social Care Countywide Services			
	Gross Expenditure	65,463	105	72,392
	Gross Income	-4,245	-2	-5,507
		61,218	103	66,885
CEF4	Schools			
	Gross Expenditure	190,476	-854	193,162
	Gross Income	-190,260	854	-192,946
		216	0	216
CEF5	Children's Services Central Costs			
	Gross Expenditure	6,182	-1	5,952
	Gross Income	-519	0	-519
		5,663	-1	5,433
	Expenditure Total	390,857	-1,034	408,290
	Income Total	-260,183	1,035	-269,330
	Total Children's Services Net Budget	**130,674**	**1**	**138,960**
MEMORANDUM: DEDICATED SCHOOLS GRANT - DSG Funded Expenditure (Gross)				
	Schools DSG	123,115	0	123,115
	High Needs DSG	65,530	0	65,530
	Early Years DSG	39,277	0	39,277
	Central DSG	4,616	0	4,616
	Total Gross	**232,538**	**0**	**232,538**

Business Management & Monitoring Report: Adult Services
Position to the end of May 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.	79,720	440	81,933
	Gross Income.	0	0	0
		79,720	440	81,933
SCS1-1B	Adults with Care and Support Needs Pool Contribution			
	Gross Expenditure.	95,358	-466	97,228
	Gross Income.	-2	0	0
		95,356	-466	97,228
SCS1-2 to SCS1-9	Other Adult Social Care Services			
	Gross Expenditure	32,914	4,656	38,808
	Gross Income	-19,582	-4,848	-24,776
		13,332	-192	14,032
	Total Adult Social Care	**188,408**	**-218**	**193,193**
SCS2	**Commissioning**			
	Gross Expenditure	6,700	224	6,112
	Gross Income	-1,061	2	-1,538
	Total Commissioning	**5,639**	**226**	**4,574**
	Expenditure Total	214,692	4,854	224,081
	Income Total	-20,645	-4,846	-26,314
	Total Adult Services Net Budget	**194,047**	**8**	**197,767**

Business Management & Monitoring Report: Public Health
Position to the end of May 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	29,317	0	30,921
	Gross Income	-228	0	-228
		29,089	0	30,693
PH3	Public Health Recharges			
	Gross Expenditure	633	0	633
	Gross Income	0	0	0
		633	0	633
PH4	Grant Income			
	Gross Expenditure	0	0	144
	Gross Income	-29,722	0	-31,240
		-29,722	0	-31,096
	Expenditure Total	29,950	0	31,698
	Income Total	-29,950	0	-31,468
	Total Public Health Net Budget	**0**	**0**	**230**

Business Management & Monitoring Report: Environment and Place
Position to the end of May 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	11,412	-166	9,932
	Gross Income	-6,198	166	-6,520
		5,214	0	3,412
PG3	Growth & Economy			
	Gross Expenditure	625	0	630
	Gross Income	-537	0	-537
		88	0	93
COM1	Communities Management			
	Gross Expenditure	0	0	-1
	Gross Income	0	0	0
		0	0	-1
COM2	Community Operations			
	Gross Expenditure	100,345	-65	102,915
	Gross Income	-41,386	75	-44,207
		58,959	**10**	**58,708**
	Expenditure Total	**112,382**	**-231**	**112,315**
	Income Total	**-48,121**	**241**	**-51,264**
	Total Environment and Place Net Budget	**64,261**	**10**	**61,051**

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

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
CODR1	Corporate Services			
	Gross Expenditure	1,751	-1	2,952
	Gross Income	0	1	-592
		1,751	0	2,360
CODR2	Human Resources & Organisational Development			
	Gross Expenditure	3,621	0	4,395
	Gross Income	-1,179	0	-1,172
		2,442	0	3,223
CODR3	Communications, Strategy & Insight			
	Gross Expenditure	4,127	0	3,859
	Gross Income	-1,108	-1	-1,091
		3,019	-1	2,768
CODR4	ICT & Digital			
	Gross Expenditure	11,531	0	13,851
	Gross Income	-317	-1	-3,518
		11,214	-1	10,333
CODR5	Culture & Customer Experience			
	Gross Expenditure	16,570	5	16,501
	Gross Income	-8,408	-5	-7,890
		8,162	0	8,611
CODR6	Finance			
	Gross Expenditure	9,820	-340	8,109
	Gross Income	-2,485	335	-2,156
		7,335	-5	5,953
	Expenditure Total	47,420	-336	49,667
	Income Total	-13,497	329	-16,419
	Total Customers & Organisational Development and Resources Net Budget	**33,923**	**-7**	**33,248**

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

		BUDGET 2021/22		
		Original Budget	**Movement to Date**	**Latest Estimate**
		£000	**£000**	**£000**
CDAI1	Property, Investment & Facilities Management			
	Gross Expenditure	30,532	-231	26,325
	Gross Income	-11,058	232	-7,905
	Total Property, Investment & Facilities Management	19,474	1	18,420
CDAI2	Law & Governance			
	Gross Expenditure	6,637	1	8,512
	Gross Income	-797	-1	-1,519
	Total Law & Governance	5,840	0	6,993
CDAI3	Community Safety			
	Gross Expenditure	27,865	345	27,943
	Gross Income	-3,120	-346	-3,198
	Total Community Safety	24,745	-1	24,745
CDAI4	Management Costs			
	Gross Expenditure	0	0	130
	Gross Income	0	0	0
	Total Mangement Costs	0	0	130
	Expenditure Total	65,034	115	62,910
	Income Total	-14,975	-115	-12,622
	Total Commerical Development, Assets & Investment Net Budget	**50,059**	**0**	**50,288**

Business Management Report
Position to the end of May 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	Jul	May	Wellbeing for Education Recover Grant	CEF1-1	Management & Central Costs	T	97	0
				VSMMGT	Strategic Measures	T	0	-97
CD	Jul	May	Transfer of Funding from the Covid-19 Reserve to fund Children's Social Care, SEND and Education costs relating to the pandemic	CEF2-2	Social Care	T	1,066	
				CEF3-4	Youth Justice & Exploitation Service	T	42	
				CEF1-5	Learner Engagement	T	110	
				CEF1-2	SEND Service	T	208	
				VSMMGT	Strategic Measures	T	-1,426	
Grand Total							97	-97

Business Management Report
Position to the end of May 2021

CABINET IS RECOMMENDED TO NOTE 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
CS	Jul	Apr	Remove C Rowntree Expenditure/Income budgets	CEF2-1	Management & Central Costs	P	-65	65
			DSG adjustment: Correction reVirement ID 2021000834	CEF1-2	SEND Service	P	411	-411
			Amend EDT recharge budget amount	CEF3-2	Safeguarding	P	3	-3
	Jul	May	Transfer budget from YPSA - Young Persons supported Accommodation re 2 x FTE EET workers to the service deliverying the work to match spend.	CEF1-3	Learning & School Improvement	P	30	0
				CEF2-2	Social Care	P	30	0
				CEF3-1	Corporate Parenting	P	-60	0
			Allocate Clinical Budget to Team	CEF2-2	Social Care	P	-70	0
				CEF3-1	Corporate Parenting	P	70	0
			CEF1-2: Recharge re HI recoupment mandated to C & I	CEF1-2	SEND Service	P	30	-30
CDAI	Jul	Apr	Reallocate budgets to align with expenditure	CDAI1	Property & Community Facilities Management	P	-230	230
			Community Safety Budget Tidy 21/22	EE4	Fire & Rescue & Community Safety	P	10	-10
	Jul	May	Y23003 Budget tidy	EE4	Fire & Rescue & Community Safety	P	336	-336
EP	Jul	Apr	NC9750 Wychwood Project is no longer in use as OCC does not host the Project. No income or expenditure to be made.	EE1	Planning & Place	T	-81	81
			Staffing Re-orgnaisation	EE2	Community Operations	P	-65	65
	Jul	May	Resolve unacheiveable income target within cost centre	EE1	Planning & Place	P	-85	85

Business Management Report
Position to the end of May 2021

CABINET IS RECOMMENDED TO NOTE 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
AS	Jul	Apr	Reduction in ACSN demography to fund finance function savings	ACSNPOOL	Adults with Care and Support Needs Pool	P	-326	326
				SCS1-1B	Adults with Care and Support Needs Pool Contribution	P	-326	0
				SCS1-9	Adult Social Care Staffing & Infrastructure	P	326	0
	Jul	May	Return of HFA budget to BCF	ACSNPOOL	Adults with Care and Support Needs Pool	P	-280	280
				BCFPOOL	Better Care Fund Pool	P	280	-280
				SCS1-1A	Better Care Fund Pool Contribution	P	280	0
				SCS1-1B	Adults with Care and Support Needs Pool Contribution	P	-280	0
Grand Total							**-63**	**63**

Business Management Report
Government Grants 2021/22

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

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000
	Other Children's Services Grants					
R	Youth Justice Board	YJB	548			548
R	Asylum (USAC and Post 18)	HO	1,844			1,844
R	Role of the Virtual School Head	DfE	0			0
R	Extended Personal Adviser Duty Grant	DfE	103			103
R	Staying Put Implementation Grant	DfE	271			271
R	Remand Framework	YJB	77			77
R	Holiday Activities and Food Programme	DfE	0			0
	Subtotal Other Children's Services Grants		**2,843**	**0**	**0**	**2,843**
	TOTAL CHILDREN'S SERVICES		**248,714**	**0**	**0**	**248,714**
	Adult Services					
R	Improved Better Care Fund	DHSC	10,391			10,391
R	Infection Control Grant 3	DHSC			4,123	4,123
R	Community Discharge Fund	DHSC	0			0
R		DHSC				0
	TOTAL ADULT SERVICES		**10,391**	**0**	**4,123**	**14,514**
	Public Health					
R	Public Health Grant	DHSC	31,240		429	31,669
R	Adult Weight Management	DHSC			180	180

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 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	Drug Treatment, Crime and Harm Reduction Grant	DHSC			400	400
R	Community Testing	DHSC			1,045	1,045
R	Domestic Abuse	MHCLG			1,141	1,141
	TOTAL PUBLIC HEALTH		**31,240**	**0**	**3,195**	**34,435**
	Environment & Place					
R	Bus Service Operators Grant	DfT	795			795
R	Natural England	DEFRA	227			227
	TOTAL ENVIRONMENT & PLACE		**1,022**	**0**	**0**	**1,022**
	Customers, Organisational Development & Resources					
R	Music Service	AC	837			837
R	MaaS:CAV	Innovate UK	313			313
R	OmniCAV	Innovate UK	1			1
R	Park & Charge	Innovate UK	206			206
R	Virgin Park & Charge	Innovate UK	7			7
R	Data Driven Safety Tool	Innovate UK	91			91
R	Quantum Gravitometer	Innovate UK	69			69
R	Resilient CAV	Innovate UK	25			25
R	Heart Park Project	DFT	90			90
R	GTC DfT Congestion Tool	DFT	59			59
R	CAVL4R	DFT	11			11
	TOTAL CUSTOMERS, ORGANISATIONAL DEVELOPMENT& RESOURCES		**1,709**	**0**	**0**	**1,709**

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000
	Commercial Development , Aseets & Investment					
R	Fire Fighter's Pension Fund Grant	MHCLG	1,361			1,361
R	Fire Service Covid-19 Contingency Grant	MHCLG			47	47
R	Fire Fighter's New Dimensons Grant	MHCLG	40			40
	TOTAL COMMERCIAL DEVELOPMENT, ASSETS & INVESTMENT		**1,401**	**0**	**47**	**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 Attachement 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
U	Independent Living Fund	DfE	3,454			3,454
U	School Improvement and Brokering Grant	DfE	548			548
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				0

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 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	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	Pratical 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	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**	**0**	**4,852**	**106,057**
	Grants held on behalf of Local Enterprise Partnership					
R	Oxford Innovation Business Support	BEIS	205			205
R	European Regional Development Fund		900			900
R	DCLG (Local Enterprise Partnership Funding)	MHCLG	500			500
	Subtotal Grants held on behalf of Local Enterprise Partnership		**1,605**	**0**	**0**	**1,605**
	TOTAL STRATEGIC MEASURES		**102,810**	**0**	**4,852**	**107,662**
	Total All Grants		**397,287**	**0**	**12,217**	**409,504**

CABINET – 20 JULY 2021

CAPITAL PROGRAMME UPDATE AND MONITORING REPORT

Report by the Director of Finance

Recommendations

1. The Cabinet is RECOMMENDED to:

   a) agree the inclusion in the Capital Programme of the following grants funded schemes:
      i. £1.5m Green Homes Grant programme (Paragraph 27);
      ii. £2.1m Public Sector De-Carbonisation Grant programme (Paragraph 28),

   b) agree the inclusion in the Capital Programme of the following schemes:
      i. the New St Edburg's expansion to 3 Form Entry Primary School with a budget of £10.3m funded from s106 contributions (Paragraph 42);
      ii. the A420 Coxwell Road Junction scheme with a budget of £1.80m funded from s106 contributions (Paragraph 44),

   c) agree the increase in the budget for the following schemes:
      i. £2.2m for the Benson Relief Road scheme funded from Housing & Growth Deal grant and s106 contributions (Paragraph 46);
      ii. £0.5m for the Carterton Community Safety Centre funded from s106 contributions (Paragraph 29),

   d) note the risk that forward funding of up to £7.0m may be required on the A40 Access to Witney scheme (Paragraph 48) ahead of receipt of s106 contributions,

   e) approve the updated Capital Programme at Annex 2 (taking into account recommendations 1-4)

Executive Summary

2. This report is the first monitoring report and Capital Programme update for 2021/22. Cabinet considered the Capital Programme Performance Report for 2020/21 at its meeting on 22 June 2021. This report sets out the monitoring position for 2021/22 based on activity to the end of May 2021 and provides an update to the Capital Programme approved by Council in February 2021 to take into account additional funding and new schemes.

3. The forecast programme expenditure for 2021/22 is **£283.1m** (excluding earmarked reserves). This has increased by **£3.4m** compared to the latest approved capital programme. This reflects the spend profile from the latest delivery timeframes and the inclusion of new grants received by the Council.

4. Due to a number of new inclusions and changes, the total ten-year capital programme (2021/22 to 2030/31) is now **£1,292.8m**, an increase of

£49.2m compared to the capital programme approved by Council in February 2021. The updated capital programme summary is set out in Annex 2. The main variations are set out in this report.

Introduction

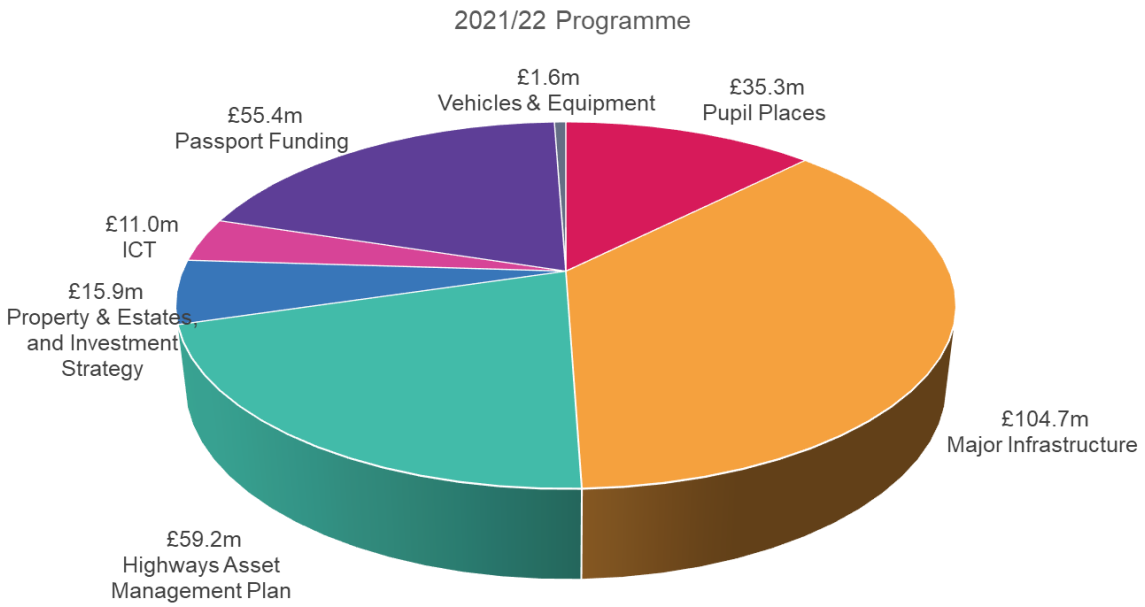
5. Capital expenditure is defined as spending that creates an asset for the Council (e.g. buildings, vehicles and equipment), and spending which meets the definition in regulations specified under the Local Government Act 2003 which includes spend on non-current assets that are not owned by the Council 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 as set out in the Corporate Plan. 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 structured as follows:

- **Pupil Place Plan:** including basic need (new schools and expansion), maintenance, health and safety and improvements
- **Major Infrastructure:** including 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 detailed investment profile for the 2021/22 Capital Programme is set out in the graph below:



9. This is the first capital programme update and monitoring report for the year and focuses on the delivery of the 2021/22 capital programme based on projections at the end of May 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 the forecast directorate programme expenditure for 2021/22 of **£283.1m** (excluding earmarked reserves). This has increased by **£3.4m** compared to the latest approved capital programme. This takes into account the 2020/21 year end position and the impact of re-profiling schemes into 2021/22 from 2020/21.

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	33.8	35.3	+1.5
Major Infrastructure	103.6	104.7	+1.1
Highways AMP	59.2	59.2	0.0
Property, Estates & Investments	12.6	15.9	+3.3
ICT	10.5	11.0	+0.5
Passport Funding	58.4	55.4	-3.0
Vehicles & Equipment	1.6	1.6	0.0
Total Strategy Programmes	**279.7**	**283.1**	**+3.4**
Earmarked Reserves	0.00	0.0	0.0
Total Capital Programme	**279.7**	**283.1**	**+3.4**

* Approved by Council 9 February 2021

13. The following paragraphs set out the latest and forecast programme activity and performance by strategy area for 2021/22.

Pupil Places

14. Within the Pupil Places Programme there has been a **£1.5m** change to the forecast project expenditure profile for 2021/22 since the last capital programme update. The main variation is **£1.2m** brought forward from 2020/21 in the Schools Structural Maintenance Programme relating to 7 planned projects that were not completed within the last financial year.

15. Schemes within the Pupil Places Programme expected to be completed in 2021/22 include:

a) Orion School - the former Northfield Special School) which is being re-built and expanded to accommodate 108 pupils.
b) Windrush Primary School (Witney) - which will create 315 primary pupil places, 39 full-time equivalent nursery places and a resource base for pupils with Special Educational Needs (SEND).
c) A further 3 schools will be expanded creating an additional 280 primary pupil places – Cholsey Primary School, Five Acres Primary School and St Blaise Church of England Primary School. In addition, the temporary classroom block at Five Acres Primary School will be replaced with a permanent building.

Major Infrastructure

16. The Major Infrastructure Programme is **£104.7m**, an increase of **£1.1m** to the overall forecast project expenditure profiles since the last capital programme update.

17. Within 2021/22 it is planned that the following schemes will be fully completed:

- A40 [Oxford North] – New Bus Lane (east bound), improved urbanised corridor supporting connection to the new commercial and residential area.
- 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.
- 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
- Phase 1.2 of the Botley Road Corridor works – a series of improvements between Eynsham Road and Binsey Lane.

18. A number of other schemes which were substantially completed in 2020/21 are being finalised and going through snagging in advance of final accounts being produced.

19. **£30.0m** is forecasted to spent on schemes funded through the annual Growth Deal Allocation. 2021/22 is the fourth year of the five-year deal with the Ministry of Housing, Communities and Local Government (MHCLG) and Homes England totalling £150.0m. The majority of schemes are now progressing through the pre-construction phases with planning submissions expected in 2021/22 and construction and completion from 2022 onwards. The annual profile of schemes is subject to change and an update will be provided in the next report.

20. 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.

21. HIF1 (Didcot) and HIF2 (A40) programmes are progressing to plan and a number of reports will be progressing through Cabinet leading to the formal planning applications later in 2021.

Highways Asset Management Plan

22. The Structural Maintenance Programme is forecasted to invest **£31.3m** across all assets of which approximately **£19.9m** spent on carriageways by surfacing and treating 134km (or 3%) of the network through eight programmes over 224 sites. This includes an additional **£16m** per year through the **£80m** prudential borrowing additional funding investment between 2019/20 and 2023/24.

23. A further **£11.4m** of the **£40.8m** LED street lighting replacement programme is forecasted to be spent during 2021/22. The programme commenced in 2019/20 and will convert the remaining traditional lanterns

to LED lanterns. The full programme includes the replacement of 47,500 lanterns of which 21,000 columns that are at the end of their life will be replaced entirely. The five-year programme is still expected to be completed by the end of 2024/25 as planned when all 60,000 units will be fitted with LED Technology. The remaining lanterns were either originally installed as LED or been replaced as part of the maintenance programme.

24. A total of 7,800 units were converted to LED in 2020/21. By the end of March 2022, 55% of the lanterns will have been fitted with LED equipment (13,300 forecasted to be completed in year). The installation of energy efficient lighting will result in significant cost reductions through reduced maintenance and lower energy consumption. The programme will help reduce the Council's exposure to rising energy prices. The LED streetlights will reduce energy consumption by around 70% helping the Council to meet carbon reduction targets.

25. The Kennington Bridge scheme is currently reported within the Highways Asset Management Plan but will be moved to the Major Infrastructure Programme in future reports. The scheme is currently being reviewed in detail. The current scheme would provide a replacement bridge and additional bus infrastructure along with enabling work for the Environment Agency's Oxford Flood Alleviation scheme (OFAS). A commercial led review of cost estimates is underway and a joint approach to delivering the programme alongside the interdependent OFAS is being developed. Planning permission paper for the Kennington Bridge scheme will be submitted in late 2021.

Property, Estates and Investments

26. The Property & Estates Programme for 2021/22 is **£15.9m**, an increase of **£3.3m** to the forecast project expenditure profiles since the last capital programme update.

27. Grant funding of **£1.5m** has been awarded from Department for Business, Energy and Industrial Strategy (BEIS) towards the targeting of 150 homes with energy ratings below a D, experiencing fuel poverty for energy efficiency retrofit measures. Cabinet is recommended to approve inclusion of the scheme and associated grant funding in the Capital Programme for 2021/22.

28. Grant funding of **£2.135m** has been awarded under the Public Sector Decarbonisation Scheme (PSDS) as an opportunity for the public sector to implement property decarbonisation measures. The fund from BEIS under the Covid-19 response is to support job retention whilst also addressing a reduction in carbon emissions. A total of 11 sites have been included within the programme, and compromises a mixture of four maintained schools, two Fire Stations, two Children & Family Centre's, a Library and other corporate buildings. Cabinet is recommended to approve inclusion of the scheme and associated grant funding in the Capital Programme for 2021/22.

29. A budget provision of **£3.5m** has been included within the capital programme for the Fire Service Review which identified the provision for the New Carterton Community Safety Centre as a priority. The preferred site relied upon progression of a new housing development delayed progression of the project until 2019 when land was secured through a S106 agreement. At this stage, a brief and scope of works was prepared to review options for additional facilities over and above the provision of a fire station.

30. The project is part of a transformational programme to build a new Community Emergency Services Centre to support Thames Valley Police, South Central Ambulance Service and Oxfordshire Fire & Rescue Service with one location to provide response, prevention and protection services.

31. In addition, within the capital programme a separate budget provision was identified of **£0.6m** towards the Relocation of the Rewley Road Training Centre. Based on the feasibility study, Fire & Rescue Service requirements and the wider property strategy, it was recognised to include an integrated training centre.

32. Part of the original **£3.5m** budget was used towards the delivery of the temporary accommodation for Carterton Fire Station. Following the feasibility and option appraisal studies, a revised cost plan has been agreed with a project programme estimated for the site to become operational in Summer / Autumn 2023 at **£4.4m**. The budget is funded from the remaining original budget provision identified plus the utilisation of identified s106 contributions totalling **£0.5m**. Cabinet is recommended to approve the increase in the scheme cost.

ICT

33. An ICT Service Modernisation programme has been established to deliver the ICT Strategy. In 2021/22 there are 4 major capital programmes of work:

- Technology and Communications which includes a new customer contact centre system (CCaaS), replacement mobile phone contract and unified communications (UCaaS)

- WAN replacement project, replacing a fixed network with a secure, flexible and “access anywhere” alternative

- Customer kit refresh, an ongoing programme of work to continually refresh mobile phones and laptops. This underpins and enables the developing agile working strategy.

- Property Management System project, to implement a property management system, to enable wider service redesign and improved solutions

34. The Broadband (Digital Infrastructure) programme saw the Better Broadband for Oxfordshire (BBFO) complete last year with all project deliverables being met. The Broadband for Businesses in Rural

Oxfordshire (BiRO) project which started delivery in 2020/21 is planned to be completed this year, with a number of very high cost structures have been de-scoped, reducing the overall cost of the project, though it is anticipated the funding will be returned to Defra.

35. The Children Education Systems project costing **£3.3m**, due to deliver the replacement of the main case management line of business systems, plan to deliver phase 1 (Education & Health Care Plan) & phase 2 (Early Years & Education System) this year, with phase 3 (Admissions) implemented in 2022/23. The programme has been reprofiled to align with the latest timeframe.

Passported Funding

36. The reduction in the forecasted expenditure for Passported Funding is mainly due to the higher than budgeted grant funding issued to the district councils in 2020/21 as part of the four year Affordable Housing Programme within the Affordable Housing and Growth Deal. This has reduced the remaining budget available to **£34.5m**. The issue of grant is related to the number of affordable homes that satisfied the contractual start conditions of the **£60m** funded programme.

37. The Affordable Housing element of the Housing and Growth Deal is received by the County Council as the Accountable Body and passported to the District and City Councils for the delivery of Oxfordshire Affordable Housing Programme (OAHP), with Homes England providing programme oversight. Programme delivery is therefore out of direct control of the County Council but through our partnership arrangements this element is overseen through the Growth Deal Programme Board.

38. The original programme included planned spend of **£60.0m** over three years as set out in the Housing & Growth Deal Delivery Plan agreed in February 2018. The quarterly issue of grant is related to the number of affordable homes that satisfied the contractual start on site (CSOS) conditions of the **£60.0m** funded programme. Following CSOS of 658 additional housing units with a spend of **£25.5m** in the first three years of the programme (to year end 2020/21) the remaining budget is **£34.5m**. This is accounted for in the final year of the programme. In 2020, an agreement was reached with the Growth Deal, Homes England and MHCLG to extend the programme into a fourth year (2021/22). Discussions are taking place to confirm that any schemes that do not achieve a Contractual Start on Site in Year 4, but can demonstrate a clear delivery trajectory, can go into Year 5 on a case-by-case basis.

39. The Disabled Facilities Grant was announced in May 2021 and as per 2020/21 includes an additional **£0.8m** of funding, to increase the overall grant to **£6.658m**. The funding, which is part of the Better Care Fund, is issued to the County Council but passed directly on to the City and District Councils in accordance with the grant determination. Households are eligible to apply for the grant for home adaptations if a child or adult in the household has a substantial and permanent disability. Types of adaptations funded by the grant include stairlifts, level access showers,

ground floor extensions designed around the disability, kitchens designed for a wheelchair user.

Ten Year Capital Programme Update

40. The total ten-year capital programme (2021/22 to 2030/31) is now **£1,292.8m** (excluding earmarked reserves), an increase of **£49.2m** compared to the capital programme approved by Council in February 2021. This includes **£21.3m** which has slipped (and underspends) from 2020/21 to 2021/22. The updated capital programme is set out in Annex 2. Details of the slippage from 2020/21 were set out in the Capital Programme Report for 2020/21 reported to Cabinet on 22 June 2021. After taking into account the slippage from 2020/21 the overall ten-year capital programme has increased by **£27.9m**. The following table summarises the variations by strategy and the main reasons for these variations are explained in the following paragraphs.

Strategy Area	Last Approved Total Programme (2021/22 to 2030/31) * £m	Latest Updated Total Programme (2021/22 to 2030/31) £m	Variation £m	Variation in the size of the overall programme (including 2020/21) £m
Pupil Places	215.5	233.3	+17.8	+11.3
Major Infrastructure	581.4	596.0	+14.6	+11.3
Highways AMP	289.8	298.5	+8.7	-0.1
Property, Estates & Investments	61.0	69.3	+8.3	+4.2
ICT	21.5	23.4	+1.9	+0.2
Passport Funding	65.1	62.9	-2.2	+1.3
Vehicles & Equipment	9.3	9.4	+0.1	-0.3
Total Strategy Programmes	**1,243.6**	**1,292.8**	**+49.2**	**+27.9**
Earmarked Reserves	48.8	70.5	+21.7	+21.7
Total Capital Programme	**1,292.4**	**1,363.3**	**+70.9**	**+49.6**

* Approved by Council 9 February 2021

Capital Programme Approvals

41. In relation to years beyond 2021/22, the following new schemes are recommended to Cabinet for approval and inclusion in the Capital Programme:

St Edburgs Primary School – Expansion to 3 Form Entry

42. In 2016 the Oxford Diocese delivered via a funding agreement a new 2 Form Entry (FE) Primary School within the South West Bicester Strategic

Housing Site. This was the relocation and expansion of the existing St Edburg's Primary School. The S106 agreement for the Kingsmere development includes a site and funding for a second primary school (1 Form Entry). The provision of additional primary phase school places within the Kingsmere development will be met by expanding the existing St Edburg's Primary School to become a 3 Form Entry Primary School. This will split the school onto an additional "Satellite" site which will accommodate Nursery, Reception and Key Stage 1 provision with Key Stage 2 provision to stay on the current site. The School age range will be lowered to 2-11 years to ensure a sufficient supply of early years places.

43. The proposed budget at this stage is estimated at **£10.345m** including contingency which is available from s106 contributions and is planned for completion in September 2023.

A420 Coxwell Road Junction

44. The A420 Coxwell Road Junction scheme to mitigate the traffic impact of the residential development in Faringdon. The proposed budget at this stage is estimated at **£1.8m** funded from s106 contributions (both County Council & Vale of White Horse District Council). The scheme is planned to be delivered directly by a developer.

45. Cabinet is recommended to approve the increase in cost of the following existing scheme:

Benson Relief Road

46. The Benson Relief Road will provide developments areas with direct access to the B4009 and A4074 without the need to travel through Benson and provide LGV's and HGV's with an alternative route. Through design development of the scheme, this has identified additional design, construction and land costs. The budget has increased by **£2.2m** to **£4m** and will be funded through developer contributions and Growth Deal funding.

47. Cabinet is asked to note the risk associated with the funding requirements for the following project:

Access to Witney – Shores Green

48. The A40 Access to Witney scheme current cost plan exceeds the available funding held by the Council by **£6.8m**. There is an expectation that future S106 arising from the East Witney Strategic Development Area (SDA) and other areas will cover the funding gap. However, it is possible that the timescale to negotiate and finalise the S106 agreements will mean that funding is not secured until after the estimated contract date of Summer 2022. Once the funding is secured, the project will need to be temporarily funded from other resources within the Capital Programme until the developer contributions are received. The timing of the receipt of the Section 106 funding will be dependent on the progress of the associated housing development and could be up to 10 years after delivery. An

additional report relating to this scheme is elsewhere on the Cabinet agenda.

49. In forming the ten year Capital Programme from 2022/23, the following scheme will be brought forward for inclusion:

Zero Emission Bus Regional Areas (ZEBRA) scheme

50. At the meeting on 22 June 2021, Cabinet agreed to authorise officers to finalise and submit an Expression of Interest for the Government's Zero Emission Bus Regional Areas (ZEBRA) funding initiative.

51. A successful bid would contribute significantly towards the Council's strategic objectives and priorities for transport improvement. It would support a number of the key corporate priorities related to health and well-being, climate action, air quality and healthy place shaping. A reduction in bus emissions in Oxford would contribute to better air quality, better environments for all users and a reduction in transport's contribution to climate change.

52. Oxford Bus Company and Stagecoach have indicated that they will likely require additional financial assistance to make the ZEBRA scheme financially feasible. Cabinet agreed that additional capital grant funding will be made available to the bus operators of up to **£6.0m**.

53. This scheme will be formally included in the proposed Capital Programme for 2022/23 which will be approved by Council in February 2022. This will also set out how the **£6.0m** capital contribution will be funded.

Capital Funding Update

54. Since the budget was set in February 2021, there have been further funding announcements of one-off funding and updates to recurring block allocations. As these announcements impact the recurring base allocation for future years, the additional funding will be included within the Budget and Business Planning process which will consider the prioritisation of capital funding and budget requirements over the ten-year programme. This process will also ensure that the programme delivers the priorities set out in the Council's new Corporate Plan which will be formulated during the autumn for approval by Council in February 2022.

55. During February 2021, the Department for Education (DfE) confirmed that the 2022/23 School Places capital allocation was **£3.4m** for Oxfordshire, compared to the forecast funding of nil included in the latest capital programme. The forecasts for both 2021/22 and 2022/23 were included as nil due to the larger than expected **£27.0m** awarded for 2020/21. The additional funding will be included within the Budget and Business Planning process to determine long term school capacity requirements arising from the Pupil Place Plan.

56. The School Condition Allocation (SCA) for 2021/22 was announced in April 2021. Oxfordshire will receive a formulaic allocation of **£4.6m**, compared

to the forecast funding of **£2.3m** included in the latest Capital Programme, additional funding of **£2.3m**. This is due to the significant increase in the overall SCA capital settlement allocation. Last year, additional SCA funding was announced mid-year and the Council received an additional £1.3m on top of the annual funding allocation of **£2.8m**.

57. As the 2021/22 programme already includes seven projects carried over from the previous year, the in-year additional funding and the long-term financial implications on the future annual block funding will be identified through the Budget and Business Planning process which will consider the prioritisation of capital funding and budget requirements over the ten-year programme.

58. The 2021/22 School Maintenance Programme will contain a total of 29 projects totalling **£4.0m** towards the repair and upgrades to school buildings primarily consisting of the replacement of boilers and flat roof replacement projects.

59. During April 2021, DfE announced the continuation of the SEN capital grant funding in the form of a new grant name, High Needs Provision Capital Allocation (HNPCA). Oxfordshire will receive **£3.5m** for 2021/22. Future year allocations are currently unknown. The grant is being provided as un-ringfenced and intended to assist in the delivery of new places or to improve existing provision for pupils with high needs across a range of different educational settings. The intentions of the funding setting out the details of provisional projects intended to be funded from the grant will be submitted to the DfE by the end of June 2021. These projects will then be included within this year's Budget and Business Planning process.

60. The DfT Highway Maintenance funding for 2021/22 was announced in February 2021. The Council will receive an allocation of **£24.6m** compared to the forecast funding of **£18.0m** included in the latest Capital Programme, an additional **£6.6m.** This includes an additional **£9.3m** from the Pothole Fund and a reduction of **£2.7m** on the annual transport and highway block allocation. The in-year additional funding and the long-term financial implications on the future annual block funding will be identified through the Budget and Business Planning process which will consider the prioritisation of capital funding and budget requirements over the ten-year programme.

Prudential Borrowing

61. The ten-year Capital Programme includes a requirement to fund **£225.8m** through prudential borrowing. The latest estimate for 2021/22 is **£70m**. The majority of this relates to schemes that have already been delivered but have, until now, been funded temporality by borrowing from other funding sources within the Capital Programme to delay the need to apply the prudential borrowing. The commitment includes **£40.0m** in relation to the additional investment of **£120m**, agreed in 2018/19, of which **£32.0m** relates to additional investment in the Highways Asset Management Plan (two out of first three years) and **£8.0m** in relation to the Property defect liability programme. **£15m** of the total relates to the Street Lighting Programme which is an invest to save programme.

62. Borrowing of **£15m** relates to the OxLEP City Deal programme. Borrowing for this programme had been delayed by temporary use of the Local Growth Fund. However, all Local Growth Fund grant is expected to be utilised by the end of 2021/22 and the expenditure, which has already been incurred, will need to be permanently funded.

63. The use of prudential borrowing will increase the Council's Capital Financing Requirement. The Council is required under statute to set aside a Minimum Revenue Provision to pay down the Capital Financing Requirement. Prudential borrowing is generally paid over 25 years. The Medium Term Financial Strategy takes account of this cost. Costs relating the City Deal Programme will be fully funded by OxLEP through Enterprise Zone retained business rates.

Earmarked Reserves

64. The level of earmarked reserves in February 2021 was **£48.8m**. This includes the capital programme contingency for the delivery of the current ten-year capital programme plus identified provisions. With the recent new funding announcements, additional funding of **£15.9m** has been included within the reserves. A further **£4.9m** from the 2020/21 capital outturn position has also be added to the reserves which is available to be reallocated to priorities as part of the business and budget planning process. With other minor adjustments the revised earmarked reserves value is now **£70.5m** compared to the overall capital programme value of **£1.3bn**.

65. The **£4.9m** balance is due to the **£2.8m** of COVID-19 funding allocated in 2020/21 towards cost pressures on various projects and programmes as reported to Cabinet in March 2021. These have previously been met from the capital programme contingency. The remaining balance is from the return of budget provisions on annual programmes that were unspent in 2020/21, interest from developer contributions and higher receipt of developer contributions than forecasted thus releasing council resources. The programme contingency is currently **£15.0m**.

Capital Reserves

66. The current level of capital reserves (including capital receipts and capital grants reserves) is approximately **£98.2m.** This is expected to reduce to **£18.1m** at the end of 2022/23. The reduction is mainly due to the delivery of the Growth Deal Programme and the completion of schemes funded through the Local Growth Fund. Reserves can be used to temporarily fund schemes to delay the need for prudential borrowing or to help manage timing difference between the delivery of schemes and the receipt of Section 106 funding. The level of reserves impacts on the cashflow of the capital programme and the overall Council Balances and is already factored into the funding of the overall capital programme.

Risk Management

67. There are a number of emerging factors that indicate that there is increased risk to the affordability and deliverability of capital schemes in 2021/22 and beyond:

- Brexit
- Covid-19
- HS2 project (project is absorbing market capacity)

68. The combined impact of these factors could affect delivery across three key areas:

- Workforce – both skilled and unskilled
- Availability of materials
- Price

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.

69. 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, increasing price volatility.

70. The Capital Programme earmarked reserves contains a programme wide contingency budget of **£15m** to help manage unexpected cost pressures.

71. Specific to the HIF 1 and HIF 2 schemes, there are challenges to securing the necessary land to deliver the planned schemes relating to both cost and time. As these schemes are funded by government grant, additional funding is being sought from central government to offset known cost pressures.

Financial Implications

72. The paragraphs above set out the planned investment and available funding for the ten-year Capital programme including the risks associated with the delivery of the programme.

73. The following risks are inherent within the funding of the capital programme:

- Certainty over the timing and value of future capital receipts and Section 106 Contributions
- Certainty of the value of future grant funding

74. If capital receipts or section 106 contributions are not received within the planned timeframe it may be necessary for the Council to temporarily fund capital expenditure through Prudential Borrowing. The Council has a Prudential Borrowing reserve to help manage the revenue impact of additional prudential borrowing.

75. Where additional funding is required to fund schemes on a permanent basis this will need to be addressed by reducing investment elsewhere

within the programme (reprioritisation) or by permanently funding through prudential borrowing. This would require the identification of long term revenue funding as the Prudential Borrowing is usually repaid over 25 years through the Minimum Revenue Provision.

Comments checked by Hannah Doney, Head of Corporate Finance

LORNA BAXTER
Director of Finance

Background papers:

Contact Officer: Hannah Doney, Head of Corporate Finance. Tel: 07584174654

June 2020

This page is intentionally left blank

Annex 1

Capital Programme Monitoring 2021/22

Strategy / Programme	Latest Approved Capital Programme (Council February 2022)				Latest Forecast				Variation				Current Year Expenditure Monitoring				Performance Compared to Original Programme (Council February 2021)		
	2020/21	Current Year	Future Years	Total	2020/21	Current Year	Future Years	Total	2020/21	Current Year	Future Years	Total	Actual expenditure to date	Commit-ments	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	£'000s	%	%	£'000s	£'000s	%
Pupil Places	44,555	33,752	181,744	260,051	38,025	35,300	198,016	271,341	-6,530	1,548	16,272	11,290	2,264	8,227	6%	28%	33,752	1,548	5%
Major Infrastructure	36,536	103,624	477,757	617,917	33,239	104,740	491,233	629,212	-3,297	1,116	13,476	11,295	-317	12,377	-1%	36%	103,624	1,116	1%
Highways Asset Management Plan	48,216	59,174	230,649	338,039	39,431	59,232	239,227	337,890	-8,785	58	8,578	-149	-3,392	4,125	-9%	2%	59,174	58	0%
Property & Estates, and Investment Strategy	9,627	12,595	48,403	70,625	5,472	15,905	53,451	74,828	-4,155	3,310	5,048	4,203	6	878	0%	16%	12,595	3,310	26%
ICT	5,714	10,538	10,969	27,221	4,016	10,959	12,421	27,396	-1,698	421	1,452	175	24	1,310	1%	33%	10,538	421	4%
Passport Funding	29,367	58,385	6,760	94,512	32,875	55,400	7,522	95,797	3,508	-2,985	762	1,285	-8,980	9,102	-27%	0%	58,385	-2,985	-5%
Vehicles & Equipment	50	1,603	7,700	9,353	-333	1,603	7,750	9,020	-383	0	50	-333	0	0	0%	0%	1,603	0	0%
Total Capital Programme Expenditure	**174,065**	**279,671**	**963,982**	**1,417,718**	**152,725**	**283,139**	**1,009,620**	**1,445,484**	**-21,340**	**3,468**	**45,638**	**27,766**	**-10,395**	**36,019**	**-7%**	**17%**	**279,671**	**3,468**	**1%**
Earmarked Reserves	0	0	48,804	48,804	0	0	70,531	70,531	0	0	21,727	21,727					0	0	0%
OVERALL TOTAL	**174,065**	**279,671**	**1,012,786**	**1,466,522**	**152,725**	**283,139**	**1,080,151**	**1,516,015**	**-21,340**	**3,468**	**67,365**	**49,493**	**-10,395**	**36,019**	**-7%**	**17%**	**279,671**	**3,468**	**1%**

Annex 2

Updated Capital Programme 2021/22 to 2030/31

Strategy/Programme		Capital Investment Programme (latest forecast) Current Year 2021 / 22 £'000s	Firm Programme 2022 / 23 £'000s	2023 / 24 £'000s	Provisional Programme 2024 / 25 £'000s	up to 2030 / 31 £'000s	CAPITAL INVESTMENT TOTAL £'000s
Pupil Places		35,300	47,218	31,543	33,617	85,638	233,316
Major Infrastructure		104,740	163,671	230,023	86,614	10,925	595,973
Highways Asset Management Plan		59,232	60,201	63,248	30,430	85,348	298,459
Property & Estates, and Investment Strategy		15,905	20,258	14,886	4,050	14,257	69,356
IT		10,959	4,158	1,325	1,325	5,613	23,380
Passport Funding		55,400	2,086	1,000	950	3,486	62,922
Vehicles & Equipment		1,603	1,300	850	800	4,800	9,353
TOTAL ESTIMATED CAPITAL PROGRAMME EXPENDITURE		283,139	298,892	342,875	157,786	210,067	1,292,759
Earmarked Reserves		0	18,115	12,567	10,750	29,099	70,531
TOTAL ESTIMATED CAPITAL PROGRAMME		283,139	317,007	355,442	168,536	239,166	1,363,290
TOTAL ESTIMATED PROGRAMME IN-YEAR RESOURCES		283,728	236,369	354,054	158,691	232,255	1,265,097
In-Year Shortfall (-) /Surplus (+)		589	-80,638	-1,388	-9,845	-6,911	-98,193
Cumulative Shortfall (-) / Surplus (+)	98,193	98,782	18,144	16,756	6,911	0	0

SOURCES OF FUNDING		2021 / 22	2022 / 23	2023 / 24	2024 / 25	up to 2030 / 31	CAPITAL RESOURCES TOTAL
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
SCE(C) Formulaic Capital Allocations - Un-ringfenced Grant		99,317	93,193	21,750	21,500	130,250	366,010
Devolved Formula Capital- Grant		750	700	650	600	1,200	3,900
Prudential Borrowing		70,090	54,343	81,675	6,225	13,492	225,825
Grants		79,610	71,788	190,198	65,594	1,172	408,362
Developer Contributions		32,068	51,544	45,108	57,833	44,496	231,049
Other External Funding Contributions		116	273	803	421	959	2,572
Revenue Contributions		1,160	950	11,950	950	7,489	22,499
Schools Contributions		28	0	0	0	0	28
Use of Capital Receipts		0	33,261	1,920	5,568	33,197	73,946
Use of Capital Reserves		0	10,955	1,388	9,845	6,911	29,099
TOTAL ESTIMATED PROGRAMME RESOURCES UTILISED		283,139	317,007	355,442	168,536	239,166	1,363,290
TOTAL ESTIMATED IN YEAR RESOURCES AVAILABLE		283,728	236,369	354,054	158,691	232,255	1,265,097
Capital Grants Reserve C/Fwd	43,993	39,782	0	0	0	0	0
Usable Capital Receipts C/Fwd	25,101	29,901	0	0	0	0	0
Capital Reserve C/Fwd	29,099	29,099	18,144	16,756	6,911	0	0

This page is intentionally left blank

Divisions Affected - ALL

CABINET

20 July 2021

SEND High Needs Funding for Academic Year 2021-22

Report by Corporate Director of Children's Services/Education

RECOMMENDATIONS

The Cabinet is RECOMMENDED to

a) Agree an increase in Top-Up funding for Early Years settings, mainstream Primary, mainstream Secondary and Special Schools. The increase will only be available in the year 2021-2022.

b) Note that for Secondary Schools, the increased top-up is applicable where the formulaic approach is insufficient for schools to meet the needs of the child. This decision would not reduce the amount of Top-Up funding a Secondary school currently receives.

c) Note that system reform is required for SEND in Oxfordshire. A public consultation on this is planned for later in 2021. The interim arrangements above for Top-Up funding are a holding position while the detailed work in this complex area are worked through.

Executive Summary

1. For mainstream schools, the national expectation is that there is use funding already in their budget to provide services for children with SEND. Top-Up funding is additional funding allocated to a setting or school to enable a pupil with an Education, Health and Care (EHC) Plan to participate in education and learning. Mainstream schools require adequate and proportionate funding to be able to meaningfully include children with special educational needs. Top-Up funding is from the High Needs Block, part of the Dedicated Schools Grant.

2. For the academic year commencing September 2020, Cabinet agreed increases in Top-Up funding to Early Years, Primary and Secondary schools in September 2020 and to Special Schools in January 2021.

3. This report recommends that the increase in Top-Up funding for 2020-21 is maintained for the academic year 2021-22. This an interim arrangement

pending consultation on whole system reform (including a full funding formula review for implementation in September 2022).

4. If the increase were not agreed for the new academic year, then the High Needs deficit would initially reduce. However, a key strand of the SEND Strategy is to support children to remain in mainstream schools. By not continuing the current level of Top-Up funding, it is likely that some children will not remain in mainstream education, moving to more expensive provision and possibly long-term higher costs would be incurred by this budget.

Background

5. Cabinet approved Top-Ups for the Academic Year 2020-21 in September 2020 and January 2021 in recognition that accessing and providing support for children and young people with SEND in Oxfordshire has become increasingly challenging.

6. Many of our schools have worked hard to maintain inclusive cultures for SEND. We want to support schools and settings in this practice by providing them with another year of Top-Ups.

7. Broad reforms to SEN provision and arrangements in Oxfordshire are needed. For the past five years our spending on SEND children and young people have exceeded our budgets. The population of Oxfordshire is changing, with increasing demand and complexity of needs of some of our most vulnerable residents. It is essential that we have high-quality, locally available provision to deliver successful outcomes for children and young people with SEND in Oxfordshire.

8. This support must be provided within the resources available to us and we must shift the way we provide services, developing a more inclusive approach to supporting children and young people with SEND.

9. We will seek feedback from residents and stakeholders via a consultation later this year on the priorities and opportunities to change the way that we support children and young people with SEND.

How Top-Up funding currently works

10. For mainstream schools, the national expectation is that there is use funding already in their budget to provide services for children with SEND.

11. Top-Up funding is additional funding allocated to a setting or school to enable a pupil with an EHC Plan to participate in education and learning. The way this funding is currently calculated differs between Early Years settings, primary and secondary schools and special schools:

12. Top-Up funding Years settings is calculated on a set hourly rate. This is based on the support that each child requires in order to deliver the provision detailed

specified in the individual, statutory EHC Plan. Early Years settings and nursery classes do not have delegated funding so all funding detailed in the EHC Plan is provided to the setting from the High Needs Block. When a child leaves the setting, the funding ceases and moves with the child.

13. For mainstream schools, the expectation is that schools make additional provision up to a nationally prescribed threshold from within funding directly delegated into their budget; this threshold is up to £6,000 per child. Top-Up funding from the High Needs Block is in addition to this funding.

14. Top-Up funding for children with an EHC Plan in mainstream Primary schools is calculated based on the number of additional hours of support required to meet the provision individually specified in a child's EHC Plan. When a child leaves the school, the individually assigned top-up funding ceases.

15. For mainstream Secondary schools, Top-Up funding is delegated into the school based on a formula rather than individually assigned; it does not increase if more children with an EHC Plan are placed at a school and headteachers have to have plan provision mindful of any in-year entrants to the school.

16. Top-Up funding for special schools is based upon a formula and averaged for each child. The formula therefore pays the same amount for each child regardless of the needs of the child or the special educational provision that the school needs to make. The formula was designed to enable special schools to plan via predictability and stability of funding.

17. The above formulas have not been reviewed for a number of years.

New Approach to Top-Up funding

18. A child-led approach to the allocation of additional funding is being developed with input from schools, settings and parents. Detailed financial modelling will be carried out to ensure accuracy and reliability of the new approach, stability and predictability in budget planning for schools and that the arrangements can be delivered within the available financial envelope of the High Needs Block.

19. This new approach will sit alongside system wide reforms that promote inclusion and the best possible outcomes for children and young people in Oxfordshire.

Financial Implications

20. Dedicated School Grant (DSG) to Local Authorities is allocated in blocks. There are blocks of funding for Early Years, Schools, High Needs and Central School Services. The blocks are ringfenced for 2021-22 (meaning that funding can only be spent on the services/provisions covered by the blocks, unless specific arrangements are made).

21. The Dedicated Schools Grant High Needs Block (HNB) consists of all funding for education provision for high needs learners from ages 2 to 25. The High Needs funding for Oxfordshire is £81.9m.

22. The forecast for High Needs was included in the Budget and Business Planning 2021/2 papers to Cabinet in January 2021. The High Needs deficit was reported to Cabinet as £11.7m. This deficit assumed the continuation of the Top-Ups at the same rate as last year.

23. Nationally, surveys have been conducted to assess the level of High Needs demand and budget deficits. In May 2021, the Society of County Treasurers survey on behalf of its 40 members indicated that High Needs Deficits are estimated at £280m in 2021-22.

24. For 2021-22,Schools Forum considered and agreed an option that delivered the National Funding Formula to schools in full and agreed a transfer from the Schools block to the High Needs Block of £1m to contribute to the continuation of the enhancement to High Needs Top-Up rates agreed for 2020-21.

25. The continuation of the Top-Up arrangements is expected to cost £3.2m for the Academic Year.

26. Oxfordshire is forecasting increasing annual deficits driven by the growth in number and complexity of the learners supported. The strategic work continues in order to ensure that services are better targeted to meet demand; despite this, it is unlikely that the deficit can be eradicated in the face of increasing numbers of children requiring support, parental preference and the dominant provider market.

Comments checked by Sarah Fogden, Finance Business Partner

Legal Implications

27. Section 45 – 53 of the School Standards and Framework Act 1998 detail the funding framework governing Schools' finance.

28. The Children and Families Act 2014 detailed extensive education reforms for children and young people with special educational needs. The Children and Families Act 2014 sets out local authority statutory obligations and is supported by a SEND Code of Practice.

29. Further regard is required of the Equality Act 2010 and the Public Sector Equality Duty (PSED). There being a requirement when taking a decision for due regard to the need to advance equality of opportunity for people with protected characteristics, foster good relations between such groups and eliminate unlawful discrimination. The analysis of the impact of High Needs funding requires further account to be taken of equality impact considerations.

Comments checked by Sukdave Ghuman, Head of Legal Services

Equality & Inclusion Implications

30. The continued payments to schools and settings will support the education of children and young people with Special Educational Needs and Disabilities. They face significantly greater challenges in learning than their peers or have a disability which hinders their access to the teaching, curriculum and facilities typically found in mainstream educational settings.

NAME
Kevin Gordon
Director for Children's Services

Contact Officer: Hayley Good, Deputy Director of Children's Services/Education

12th July 2021

This page is intentionally left blank

Divisions Affected - All

CABINET
20 July 2021

Oxfordshire Plan 2050 Regulation 18 (Stage 2) Consultation

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet is RECOMMENDED to

a) Consider and agree the process for the Oxfordshire Plan Regulation 18 (Part 2) document for public consultation commencing on 30 July;
b) Further consider the Plan at its meeting on 21 September after an all member seminar, with a view to making formal representations on the Oxfordshire Plan Regulation 18 (Part 2) by the closing date of 8 October 2021.

Executive Summary

1. The draft Oxfordshire Plan 2050 Reg 18 (Stage 2) consultation document is being considered for endorsement by all local planning authorities[1] in Oxfordshire in July. Once the draft Plan is endorsed, it will go out for public consultation on 30th July for 10 weeks to 8 October.

2. The draft Plan contains five Themes within which sit a number of strategic policy options. The Plan also sets out five potential spatial options as to where future growth up to 2050 could be located in Oxfordshire, as well as three levels of housing growth.

3. County Council officers have had significant input into shaping the draft Plan over the past two and a half years. The final version of the Plan is attached at Annex 1.

[1] Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of the White Horse District Council and West Oxfordshire District Council

Background

The Partnership

4. The Oxfordshire Plan 2050 (OP2050) is being produced by the five local planning authorities in Oxfordshire, working in close partnership with Oxfordshire County Council and OxLEP throughout. The city and district councils formally approve each key stage**.**

5. A core team was established to co-ordinate the production of the OP2050 working closely with officers at the councils.

6. Development of the consultation document and evidence base has involved the Growth Board's Oxfordshire Plan Members Advisory Group, the Oxfordshire Heads of Planning Group, a technical Liaison Group and specialist officer input throughout the plan-making process.

Progress to date

7. The 2018 Oxfordshire Housing and Growth Deal included a commitment by the Oxfordshire Councils to prepare a Joint Statutory Spatial Plan (The Oxfordshire Plan) alongside Government investment of £215m for affordable housing and infrastructure improvements.

8. The first major consultation on the Oxfordshire Plan (covering Plan vision, objectives, aspirations and possible spatial typologies) took place in February and March 2019 (Regulation 18 Part 1), and then a vision for the Oxfordshire Plan was developed in response to the consultation responses.

9. An extensive evidence base was commissioned, and Sustainability Appraisal scoping & ongoing testing has been undertaken.

10. The team also undertook number of further consultation steps including initiating a 'Call for Ideas' (promoted development sites and other project proposals), stakeholder events and engagement with young people.

11. The relationship was considered with other plans & strategies and strategic influencers such as the Local Industrial Strategy (LIS), Oxfordshire's Infrastructure Strategy (OXIS), Local Transport and Connectivity Plan (LTCP) and the Joint Health & Wellbeing Strategy (JHWS).

12. Oxfordshire's Strategic Vision for Long Term Sustainable Growth sits alongside the Oxfordshire Plan's vision and was prepared and approved by the collective leadership of the Oxfordshire Growth Board & has been agreed by all Oxfordshire councils. The vision enables the closer coordination of planning, transport, infrastructure and economic development, amongst others.

13. The core team has also undertaken Duty to Co-operate scoping and continuous engagement with neighbouring Councils. This has included the Oxford City Council and District Councils, the County Council and the LEP, together with

authorities adjoining Oxfordshire including Thames Valley, Bucks and Swindon. It has also included the 'prescribed bodies', such as Natural England, Environment Agency, Historic England & NHS Clinical Commissioning Groups.

14. The team have also updated the Local Development Scheme which sets out the key forward dates, prepared a detailed Equalities Statement and a new Statement of Community Involvement, which sets out the basis for engagement with the community, particularly the 'remote and online' arrangements in the time of Covid.

Previous reports to Cabinet

15. The Oxfordshire Plan has been bought to Cabinet on two previous occasions. On 18 September 2018 Cabinet resolved to:

    a. note and support the Local Development Scheme (LDS) for the Joint Strategic Spatial Plan (*JSSP is now referenced as the Oxfordshire Plan 2050*);
    b. note and support the draft Statement of Community Involvement 2018 for the JSSP which will undergo a six-week period of formal public consultation; and
    c. note and support the JSSP.

16. In early 2019 the first consultation on the Oxfordshire Plan 2050 took place. This first stage of the plan making process focussed on the Vision, Aspirations and Objectives of the Plan (Regulation 18 Part 1). A report to Cabinet on 19 March 2019 asked Members to consider supporting the Plan. Members referenced:

    - Overall support for the draft Objectives and suggested further strengthening key messages about the need for an increase in sustainable modes of travel, and to enhancing messages around public health and the environment;
    - Highlighting concepts such as the need for charging points for Electric Vehicles into all premises together with full fibre broadband;
    - A real focus on the need to ensure that cycling and walking levels and traffic reduction are radically improved;
    - The aspiration to retain Oxfordshire's status as being amongst one of the best areas in the country for recycling and waste prevention;
    - A recognition that Oxfordshire is part of a wider region.

17. Cabinet therefore resolved to:

    - note and endorse the draft response to the consultation of the Oxfordshire Plan 2050 (Vision, Aspirations and Objectives);
    - note and endorse the draft response to the consultation of the Oxfordshire Plan 2050 Sustainability Appraisal Scoping Document.

18. After more than two years of work by the Plan team, the city, district and county councils and the Local Enterprise Partnership, the second stage of Plan

consultation will commence on 30 July once all local authorities have approved the draft Plan at their Cabinet and Executive Committee meetings during July.

Developing the Plan

19. The Oxfordshire Plan is being prepared as a Development Plan under Section 28 of the Planning and Compulsory Purchases Act 2004 (as amended). Once adopted the Oxfordshire Plan will form part of the Development Plan of each District and where appropriate will carry weight in the determination of planning applications and appeals for development, alongside the adopted Local Plan.

20. The development of the Oxfordshire Plan follows the Local Plan regulations (Town and Country Planning (Local Planning) (England) Regulations 2012 as amended).

21. The core team is now at the Regulation 18 stage, with significant discretion on content so long as the proposals are backed by evidence and the Sustainability Appraisal has played a major role in shaping the detail. The Regulation 18 is a consultation stage at which different options can be tested. The Regulation 19 stage (the draft Plan) is where the Plan takes shape with policy detail.

22. A consultation document has been prepared that takes a series of proposals from the Planning Authorities as its foundation. It has been expanded into a full draft consultation document following discussion with Councillors representing each Council on the Advisory Group and officers. The draft consultation document seeks to ensure the content is strategic, setting the framework for Oxfordshire over 30 years (twice the operational length of a normal Local Plan) and shaping future growth, policies and setting the content for new Local Plans.

23. The consultation document sets out to show how joint action at an Oxfordshire level, where issues impact on more than one District, can add to what is already in place in the adopted Local Plans. The document consults on options that have the potential to set a framework for Local Plans and Neighbourhood Plans, with options on policy criteria with some matters more appropriately left to Local Plans or Neighbourhood Plans.

24. The Regulation 18 stage is concerned with considering options on policies and spatial distribution and have sought to present such in the consultation document as ‘preferred options’ with ‘alternative options’ where appropriate. This is not the final plan but shows the direction of travel. The Plan sets out how the team intend to progress from Regulation 18 to the Regulation 19 stage. Several local plans have been adopted since the Regulation 18 (Part 1) consultation in February 2019, so the Regulation 18 part 2 takes into account the development already planned in all the adopted Local Plans.

Scope of the Plan

25. As agreed through the 2018 Oxfordshire Growth and Housing Deal, the Oxfordshire Plan is being prepared as a Joint Statutory Spatial Plan covering 2020-2050.

26. The Oxfordshire Plan aims to be a different sort of plan. The Plan aims to be ambitious and transformational and to occupy new policy areas; some require explanation in the plan at this stage; especially on climate change and environmental enhancement. The plan seeks to achieve cleaner, greener growth & higher quality development as a result of the proposed strategy and associated policies.

27. The consultation document describes 32 Policy Options that will be tested at the Regulation 18 stage. The Plan sets out why options are included, what the challenge is and why the response is proposed.

28. Possible policies for the Plan were identified following Reg 18 part 1, which the partnership considered. These have been subsequently expanded through consideration of evidence, such as the Sustainability Appraisal, into new policy proposals judged appropriate for consideration at the Oxfordshire level.

29. The proposed policy content covers strategic, Oxfordshire-wide policy options where issues related to more than one District. The Plan aims to set a long-term, overarching and high-level spatial planning framework for Oxfordshire for the period up to 2050.

30. Policies are in some case establishing an enabling/framework, others are more detailed. Others will be used in formulation of more detailed Local Plan policies.

31. The development approach is set out under 5 themes that will create a county wide long-term framework. 32 strategic policies are proposed across five themes:

    - **Theme One:** Addressing climate change.
    - **Theme Two:** Improving environmental quality.
    - **Theme Three:** Creating strong and healthy communities.
    - **Theme Four:** Planning for sustainable travel and connectivity.
    - **Theme Five:** Creating jobs and providing homes.

32. Under these themes county-wide policies are being proposed, including policies on climate change, environmental net gain, health impact assessment and urban renewal due to the retail changes impacting on Oxfordshire's town and city centres, business site intensification and high design standards for new development.

33. The Plan is closely aligned with the development of the Local Transport and Connectivity Plan and the OXIS infrastructure assessment. The Infrastructure Delivery Plan that will accompany the Oxfordshire 2050 Plan will be based on update of OXIS. This will complete before the Regulation 19 stage.

34. The plan will also have a Monitoring Framework at the Regulation 19 stage that is aligned with the OXIS monitoring framework.

35. The options consulted upon at Regulation 18 part 2 will be turned into final proposals by the Regulation 19 stage.

Strategic Spatial Options

36. The Plan will also establish housing and economic growth requirements to 2050 and broad locations for growth. The Plan proposes consulting on the options for the distribution of growth through spatial options.

37. Five spatial strategy options have been identified. These are to be tested through the Regulation 18 (Part 2) consultation.

38. The five spatial strategy options identified are:

- **Option 1:** Focus on opportunities at larger settlements and planned growth locations.
- **Option 2:** Focus on Oxford-led growth.
- **Option 3:** Focus on opportunities in sustainable transport corridors & at strategic transport hubs.
- **Option 4:** Focus on strengthening business locations.
- **Option 5:** Focus on supporting rural communities.

39. The adopted local plans already establish the distribution of significant growth to 2031/35/36 and are taken account of in the spatial strategy and proposed spatial options.

40. At this stage the Plan is not identifying individual options that can necessarily accommodate all of Oxfordshire's growth over next 30 years, nor identifying any one of options taken in isolation as the eventual long-term spatial strategy. At the next stage when a draft Plan is published (Regulation 19) broad locations for growth will be identified, with Local Plans being the mechanism for final site allocations. The eventual long-term spatial strategy is anticipated to draw from all of the five strategic spatial options at this next stage.

Level of new growth

41. The core team have undertaken an assessment of the growth needs of Oxfordshire up to 2050, the Oxfordshire Growth Needs Assessment (OGNA), which will be published alongside the Plan given its important role as an evidence document. It sets out three scenarios for housing need:

- One that is based on the Government's standard methodology,
- A mid-range option, and
- A higher one that factors in additional economic growth.

42. The decision on which level of growth will be taken around Christmas 2021 to inform the Regulation 19 stage draft plan. In setting the level of planned housing provision, the OGNA will be one of the factors considered alongside a number of others.

43. The strategy seeks to take account of the five District Local Plans that have been adopted in Oxfordshire and take account of the growth already committed in each District, totalling circa 75,000 houses. The consultation document clarifies that the housing need assessment is just a starting point, the current Local Plan growth up to 2031/35/36 has to be taken into account and leaves a smaller 'residual' figure of new development to be planned for in the Oxfordshire Plan.

The relationship with the Oxford to Cambridge Arc

44. The consultation document also includes a section on the relationship with the Oxford to Cambridge Arc. The aspiration is for the work on the Oxfordshire 2050 Plan to strongly inform and influence government's thinking on the Arc Spatial Framework.

45. MHCLG have announced the development of a Spatial Framework for the Arc, to take place in stages:

    - Policy Statement – February 2021 (MHCLG announced a focus on brownfield land, new settlements and climate change)
    - Vision consultation – Summer 2021
    - Options consultation - Spring 2022
    - Draft Framework consultation – Autumn 2022

46. The Oxfordshire Plan will help ensure that Oxfordshire has a strong voice in the development of the Ox-Cam Arc Spatial Framework and that our interests are taken into account.

47. Decisions on the development of the Arc will also feed into the site assessment that is to be undertaken as part of the work to prepare the Regulation 19 draft Plan.

County Council officer input into the preparation of the draft Plan

48. Since the Plan's inception in 2018 county council officers have been significantly involved in plan preparation and working up the evidence base for the Plan. Officers have also attended regular meetings of the OP2050 liaison group consisting of planning policy managers from all authorities. The more senior Heads of Planning meet on a monthly basis.

49. The county council has worked to ensure that the plan work is strongly aligned to the emerging Local Transport and Connectivity Plan (LTCP) and the Oxfordshire infrastructure Strategy (OXIS), which the County Council has project managed. An officer in the Infrastructure Strategy & Policy team devotes two days a week to lead on the text and policies on transport and connectivity for the draft Plan, as well as leading on the Transport Assessment evidence base for the Plan.

50. A county council Cabinet Member, Cllr Duncan Enright, attends the Growth Board Oxfordshire Plan 2050 sub-group.

51. Other work that the county council has been and continues to be involved include:

    - Environment and natural capital evidence base
    - Energy
    - Healthy place shaping
    - Climate Action.

52. Officers from across the county council have been participating in various Expert Groups including:

    - Water
    - Biodiversity/natural capital and landscape
    - Energy and climate change
    - Healthy place shaping
    - Housing Needs Assessment
    - Boat dwellers and Gypsy and Traveller needs.

53. Other Expert Groups will be established including:

    - Historic environment
    - Economic Development and Tourism
    - Urban Design
    - Circular economy
    - Viability

Financial Implications

54. There are no budgetary implications for the county council. Work on the OP2050 is undertaken within existing officer time.

    Rob Finlayson, Finance BP (Communities and C,OD & CDAI)

Legal Implications

55. There are no legal implications for the county council. The Plan is a strategic plan for the four districts and the city council.

    Christian Smith, Principal Solicitor Contracts

Equality & Inclusion and Sustainability Implications

56. The draft Plan contains the following Objectives that seek to ensure as far as possible Oxfordshire's residents are able to lead productive and healthy lives:

- To demonstrate leadership in addressing the climate emergency by significantly reducing greenhouse gas emissions.
- To conserve and enhance Oxfordshire's historic, built and natural environments, recognising the benefits these assets contribute to quality of life, local identity and economic success.
- To protect and enhance Oxfordshire's distinctive landscape character, recreational and biodiversity value by identifying strategic green and blue infrastructure, improving connectivity between environmental assets and securing a net gain for biodiversity.
- To improve health and wellbeing by enabling independence, encouraging active and healthy lifestyles, facilitating social interaction and creating inclusive and safe communities.
- To sustain and strengthen Oxfordshire's economic role and reputation by building on our key strengths and relationships.
- To ensure that the benefits and opportunities arising from Oxfordshire's economic success are felt by all of Oxfordshire's communities.
- To meet Oxfordshire's housing needs, including affordable housing, and to ensure that housing delivery is phased appropriately to support the needs of our communities.
- To ensure that new housing is flexible to meet the varied needs of people through all stages of life.
- To deliver high quality, innovatively designed development that ensures efficient use of land and resources.
- To reduce the need to travel and to support people in making sustainable transport choices by providing inclusive, integrated, safe and convenient pedestrian, cycle and public transport infrastructure linking communities.
- To ensure that communities are digitally connected and that innovative technologies are supported.

Communications

57. The Oxfordshire Plan 2050 has a website https://oxfordshireplan.org/ where the Regulation 18 part 2 consultation documents will sit. The website will the key tool for the engagement during the consultation period.

58. The website will contain:

- Overview text about the Oxfordshire Plan, stage reached and consultation purpose.
- A consultation response form, including a series of questions included.
- A summary leaflet.
- A downloadable Regulation 18 (Part 2) consultation document.
- The ability to access the key accompanying documents that the Councils will receive.
- Link to the supporting evidence including the Sustainability Appraisal (SA) & the Habitats Regulations Assessment (HRA).
- Link to the OGNA report

- Link to secondary evidence such as the Local Transport & Connectivity Plan (LTCP) and the OXIS which supports the Oxfordshire Plan but which is being consulted upon separately.
- Text confirming that the County Minerals and Waste Plan is separate.
- A download form for proposals to be submitted by site promoters.

Online events for which dates are being confirmed.

- District-based webinars: 2 per district, 1st to take place in 3rd week of August (from 16th), 2nd to take place in 3rd week of September (commencing 20th)
- CPRE webinar date confirmed as 19th August.
- A number of specialist webinars covering Environment and Developers. Each of these is to take place in the week commencing Tuesday 31st August.
- OxLEP Business events: 2 events, one w/c 19th July and one in mid-September
- Thames Valley Chamber of Commerce: July 6th.

The future timetable

59. The scale of the work undertaken at the Regulation 18 (Part 2) stage puts the plan-making process in a good position to meet the future timetable that was agreed with MHCLG in February 2021.

60. Plan stages for the district and city councils:

Stage	Timeline
Cabinet/ Executive Meetings	19th to 22nd July 2021 (County Council Cabinet meeting on 20 July)
Second Regulation 18 Consultation *(on options)*	30th July - 8th October 2021
Regulation 19 Consultation *(draft plan)*	May - June 2022
Submission	September 2022
Examination	November/December 2022
Inspectors Report	February/March 2023
Adoption	May/June 2023
Monitoring	*From adoption onwards*

NAME: Bill Cotton

Annexes:

1. Oxfordshire Plan 2050 Reg 18 (Stage 2) document

*** Published separately as Supplementary Documents.***

2. Statement of Community Involvement
3. Duty to Co-operate Statement
4. Statement of Common Ground
5. Equalities Impact Assessment
6. Sustainability Appraisal
7. Habitats Regulations Assessment
8. Growth Needs Assessment

Contact Officer: Dawn Pettis, Strategic Planning Team Leader, 07771 983395

July 2021

This page is intentionally left blank

Oxfordshire Plan –
Regulation 18 (Part 2) Consultation Document

VERSION 27 (Full Text) with paragraph numbers
At 1 July 2021

Foreword

1. Oxfordshire is a unique and special place shaped by its beautiful and varied landscapes, rich cultural heritage and areas important to nature conservation. Its towns, villages and the City of Oxford form part of a dynamic network of places that have grown to support an innovation-driven economy that is nationally and internationally significant, with Oxfordshire forming part of the Oxford-Cambridge Arc. These characteristics, together with Oxfordshire's connections to other places, mean that, for many, Oxfordshire is a prosperous and healthy place to live. But there are also persistent, multi-faceted inequalities in some of our places, and challenges linked to climate change, congestion, housing affordability and threats to the natural, built and historic environments.

2. The Oxfordshire Plan will change the way we plan for Oxfordshire's future. To fully make the most of our opportunities and to more effectively tackle the challenges that Oxfordshire faces requires a new partnership-based approach to planning: one that continues to value the vital role played by local and neighbourhood plans, but which also recognises that some issues require transformative change through concerted effort over the medium and longer-term, are better considered on a wider geographical scale and best tackled through joined-up policy responses that build resilience.

3. Climate change is one example. Decisions made locally have the potential to impact on outcomes in that area, but also more widely within Oxfordshire as well as beyond the county's boundaries. We also understand there are important linkages between climate change, where development is located, Oxfordshire's status as an international centre of world-leading innovation and research, movement and connectivity, the wellbeing of the natural environment, people's health and the importance of enhanced resilience across all these areas. Likewise, there are many factors that impact on people's wellbeing including housing, their physical and mental health, employment, income, education, the built and natural environment, access to green space and cultural facilities and a sense of community.

4. Not all these issues are within the sphere of influence of a statutory development plan, but statutory planning does have an important role to play. This strategic plan for Oxfordshire has been jointly prepared by the four district councils – Cherwell District Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council – and Oxford City Council, working in partnership with Oxfordshire County Council and the Oxfordshire Local Enterprise Partnership.

5. Oxfordshire has a global reputation for innovation. We want our Plan to be bold and ambitious, setting out challenging policies that place Oxfordshire at the forefront of sustainable development because we want Oxfordshire to be an even better-quality place to live, work, visit and invest in 2050. Realising our ambition will require a step-change in Oxfordshire's approach to place-shaping: one that is transformational. This document sets out an innovative strategy that plans positively and collaboratively for inclusive growth in ways that fully align and integrate sustainability objectives, providing a framework for local plans. Our aim is to enhance environmental, social and economic wellbeing through 'good growth' in ways that are distinctively 'Oxfordshire' and deliver the best possible

outcomes for our communities, environment and businesses, benefitting current and future generations.

6. We hope the public and stakeholders will support our new approach to planning for Oxfordshire.

Contents

Map of Oxfordshire
List of proposed policy options for the Oxfordshire Plan

Introduction and Overview *(page 7)*

- Why produce a joint plan for Oxfordshire?
- What is the Oxfordshire Plan?
- What is the Oxfordshire Plan seeking to achieve?
- Oxfordshire's Strategic Vision for Long-Term Sustainable Development
- Relationship with other plans and strategies
- The Oxford-Cambridge Arc
- Links with neighbouring areas and the Duty to Co-operate
- Notes on reading this consultation document
- Purpose of this consultation and how to get involved

Oxfordshire Plan Vision and Objectives *(page 22)*

Themes and Policies *(page 24)*

- Theme One: Addressing climate change (*page 24)*
- Theme Two: Improving environmental quality *(page 47)*
- Theme Three: Creating strong and healthy communities *(page 82)*
- Theme Four: Planning for sustainable travel and connectivity (*page 92*)
- Theme Five: Creating jobs and providing homes (*page 105)*

Spatial Strategy Options (*page 132*)

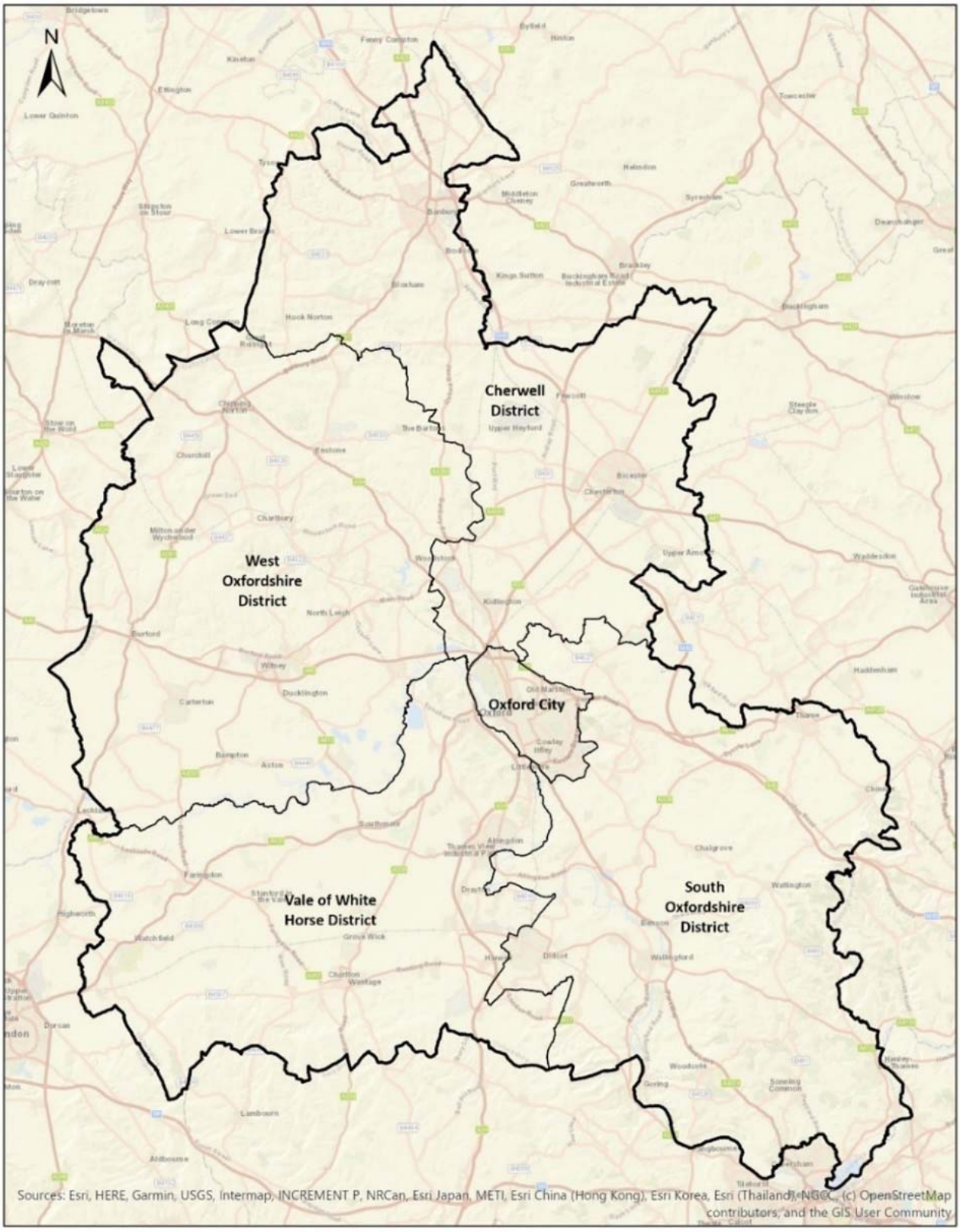
Draft Spatial Strategy
Principles to apply
Level of committed growth
Spatial Strategy options

- Option 1: Focus on opportunities at larger settlements & planned growth locations
- Option 2: Focus on Oxford-led growth
- Option 3: Focus on opportunities in sustainable transport. corridors & at strategic transport hubs
- Option 4: Focus on strengthening business locations
- Option 5: Focus on supporting rural communities

Next Steps: From Regulation 18 to Regulation 19 *(page 156)*

Draft Monitoring Framework *(page 158)*

Map of Oxfordshire



City and District Boundaries

Oxfordshire County Boundary

List of Proposed Policy Options for the Oxfordshire Plan

Theme One: Addressing Climate Change

- Policy option 01 - Sustainable Design and Construction
- Policy option 02 - Energy
- Policy option 03 - Water Efficiency
- Policy option 04 - Flood Risk

Theme Two: Improving Environmental Quality

- Policy option 05 - Protection and Enhancement of Landscape Characters
- Policy option 06 - Protection and Enhancement of Historic Environment
- Policy option 07 - Nature Recovery
- Policy option 08 - Biodiversity Gain
- Policy option 09 - Natural Capital and Ecosystem Services
- Policy option 10 - Green Belt
- Policy option 11 - Water Quality
- Policy option 12 - Air Quality

Theme Three: Creating Strong and Healthy communities

- Policy option 13 - Healthy Place Shaping and Impact Assessments
- Policy option 14 - Health Infrastructure
- Policy option 15 - High-Quality Design for New Development and Garden Town Standards for New Settlements
- Policy option 16 - Leisure, Recreation, Community and Open Space Facilities

Theme Four: Planning for sustainable travel and connectivity

- Policy option 17 - Towards a Net Zero Transport Network
- Policy option 18 - Sustainable Transport in New Development
- Policy option 19 - Supporting Sustainable Freight Management
- Policy option 20 - Digital Infrastructure
- Policy option 21 - Strategic Infrastructure Priorities

Theme Five: Creating jobs and providing homes

- Policy option 22 - Supporting the Creation of Jobs
- Policy option 23 - Protection of Economic Assets
- Policy option 24 - Town Centre Renewal
- Policy option 25 - Visitor Economy
- Policy option 26 - Culture and Arts
- Policy option 27 - Meeting Skills and Education Needs
- Policy option 28 - Homes: How Many? Commitments and Locations
- Policy option 29 - Urban Renewal
- Policy option 30 - Affordable Homes
- Policy option 31 - Specialist Housing Needs
- Policy option 32 - Gypsies, Travellers and Travelling Showpeople

Introduction and Overview

Why produce a joint plan for Oxfordshire?

7. Oxfordshire is a place of unique opportunities and assets, but there are also challenges.

8. Oxfordshire is taking a strategic approach to planning its future. We think this is the best way to realise the transformational opportunities that exist to tackle climate change, improve the environment, secure social justice and support long-term, sustainable, innovation-led economic growth. Addressing these issues to secure better outcomes requires a long-term co-ordinated approach across Oxfordshire. One of the particular opportunities associated with this approach to planning is that it helps create certainty for those making future decisions about investment, and offers greater potential that strategic infrastructure – physical, social and environmental – will be delivered in a co-ordinated way that helps ensure that growth is truly sustainable and inclusive.

9. This joint approach to planning builds on earlier collective work undertaken in Oxfordshire to agree how to accommodate the level of housing growth, including Oxford's unmet housing needs, identified in the 2014 Strategic Housing Market Assessment. That work highlighted the importance of deeper and closer engagement and a broader-based approach to planning for Oxfordshire.

10. The Oxfordshire Plan 2050 is one of the commitments made by the six Oxfordshire authorities as part of the ambitious 2018 Housing and Growth Deal with Government. The Plan is being prepared by a core team working in close partnership with Oxfordshire's District Councils, Oxford City Council, Oxfordshire County Council and the Oxfordshire Local Enterprise Partnership, and through the Oxfordshire Growth Board.

What is the Oxfordshire Plan?

11. The Oxfordshire Plan is a Joint Statutory Spatial Plan (or JSSP). It is a formal Development Plan Document being prepared under Section 28 of the Planning and Compulsory Purchase Act 2004 (as amended). Once adopted, the Plan will form part of the Development Plan for Oxford City Council ('the City Council') and each District Council ('the District Councils') in Oxfordshire: Cherwell District Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council.

12. The Oxfordshire Plan will set out the long-term, overarching and high-level spatial planning framework for Oxfordshire for the period to 2050. It will be used in the formulation of more detailed local plans and neighbourhood development plans and, where appropriate, its policies will carry weight in the determination of planning applications and appeals for development. It will also provide a spatial framework for a wide range of other plans, strategies and programmes relevant to Oxfordshire that have a bearing on the use of land. These include (but are not limited to) the Local Industrial Strategy, Oxfordshire's Infrastructure Strategy, the Local Transport and Connectivity Plan and the Joint Health & Wellbeing Strategy. Looking more widely, the Oxfordshire Plan will play an important role in helping shape the emerging Spatial Framework for the Oxford-Cambridge Arc.

13. Key factors in the preparation of the Oxfordshire Plan are its scope and the appropriate level of detail. The Plan will only contain policies that are appropriate to its overarching role as part of Oxfordshire's portfolio approach to plan-making and strategy development. It will not, for example, include policies that are more appropriately made in local or neighbourhood plans, and its policies will add value by being Oxfordshire-specific and not simply replicating national policy. Following further consideration since the initial scoping published in 2018, it is proposed the Plan will include policies relating to:

- Oxfordshire's spatial strategy;
- tackling climate change;
- improving environmental quality;
- priorities for new infrastructure;
- the scale and broad location of new development;
- healthy place-shaping; and
- urban renewal.

14. Some policies will apply across Oxfordshire, while other policies will apply only to large-scale developments and/or to broad locations for new development. The Oxfordshire Plan should be read as a whole.

15. The policies in the Oxfordshire Plan will cover 30 years and reflect the changing levels of certainty there are over this period. While there is greater certainty over the earlier part of the Plan period, there is also less scope to effect transformational change. Uncertainty increases further into the plan period, particularly around external factors such as climate and technological change, together with future changes to planning legislation and national policy, but so too does the scope for emergence of new opportunities to deliver sustainable development in different and better ways. The Oxfordshire Plan has an important role to play in setting Oxfordshire on the pathway to deliver transformational change based on a different approach to place-making.

16. The City and District councils in Oxfordshire each have their own adopted local plans.

Cherwell District Council	Adopted July 2015	2011-2031
Cherwell District Council	Part 1 Partial Review: Oxford's Unmet Housing Need Adopted September 2020	2011-2031
Oxford City Council	Adopted June 2020	2016-2036
South Oxfordshire District Council	Adopted December 2020	2011-2035
Vale of White Horse District Council	Adopted December 2016	2011-2031
West Oxfordshire District Council	Adopted September 2018	2011-2031

17. The committed growth in these existing adopted local plans will be particularly important in influencing the policies for the first ten to fifteen years of the Oxfordshire Plan from 2020 to the early 2030s. The Oxfordshire Plan will set the policy framework for future local plans in each of the four Districts and the City of Oxford that follow the current round of plans.

18. Oxfordshire also has a Minerals and Waste Local Plan which is prepared by Oxfordshire County Council. Part 1 of that Plan was adopted in 2017. Part 2 (Site Allocations) is in preparation[1].

19. The Oxfordshire Plan does not cover proposals that are defined as Nationally Significant Infrastructure. A separate planning process will apply in those cases as set down by the 2008 Planning Act, and the relevant supporting National Policy Statements.

20. The Oxfordshire Plan is being developed with a substantial technical evidence base and has been subject to testing through Sustainability Appraisal (SA) at key stages and to early Habitat Regulations Assessment (HRA) Screening. The SA and HRA work continue to influence the development of the Plan.

21. The Plan is also being shaped by public and stakeholder engagement. An initial formal Regulation 18 Part 1 consultation 'Introducing the Oxfordshire Plan' took place in February & March 2019[2]. That consultation sought views on what the Plan's vision, aspirations, objectives and broad spatial strategy should be. The public's response to that consultation is set out in the Regulation 18 Part 1 consultation report[3]. Taken together, the responses gave a very clear overall steer that there is an appetite for an approach that:

- is ambitious, radical, innovative and creative,
- is Oxfordshire-specific and reflective of local people's views,
- prioritises climate change, and
- focusses on social, economic and environmental wellbeing, and not solely on a narrow definition of growth.

22. This Regulation 18 Part 2 consultation document has responded to these earlier comments by setting out an ambitious and innovative set of policy approaches based on five themes (addressing climate change, improving environmental quality, creating strong and healthy communities, planning for sustainable travel and connectivity and creating jobs and providing homes) and a set of spatial strategy options.

What is the Oxfordshire Plan seeking to achieve?

23. National planning policies require that Oxfordshire plans positively for growth in ways that achieve the three overarching objectives of sustainable development: economic, social and environmental. These overarching objectives of sustainable development are intrinsically linked.

[1] New Minerals and Waste Local Plan | Oxfordshire County Council
[2] Introducing_the_Oxfordshire_Plan_Feb_2019.pdf (oxfordshireplan.org)
[3] Reg-18-Part-1-Consultation-Summary.pdf (oxfordshireplan.org)

24. The approach proposed in this consultation document seeks to deliver real and lasting positive change in Oxfordshire by creating the right environmental, social and economic conditions and by building resilience. The emerging Plan: contributes to protecting and enhancing our **natural, built and historic environment** by making prudent use of natural resources (including our land), improving biodiversity, improving air quality, tackling, mitigating and adapting to climate change and supporting low-carbon solutions; helps support **economic prosperity** by ensuring that sufficient land of the right types is available in the right places at the right times with timely provision of infrastructure to meet the needs of Oxfordshire's world-leading economy; supports our **communities** by planning for energy efficient homes sufficient in number and of the right tenures, types and sizes to meet the needs of Oxfordshire's residents – current and future – in well-designed communities with accessible, inclusive, high quality and accessible services and public spaces and in ways that support communities' health, social and cultural wellbeing.

25. Rather than seeing environmental, economic and social objectives as competing demands that need to be balanced, the approach proposed in the Oxfordshire Plan is to align and integrate these priorities so that they are mutually supportive. The emerging Plan recognises that the environment, economy, connectivity, social inclusion, housing and community assets are all key to Oxfordshire's wellbeing. The Oxfordshire Plan will be a key tool in achieving our ambitions for transformative and long-term sustainable development in ways that are distinctive to Oxfordshire and reflect local circumstances across the county. The aim for Oxfordshire is to deliver *'good growth'*.

26. What Oxfordshire means by 'good growth' is defined in the Oxfordshire Growth Board's 'Strategic Vision for Long-Term Sustainable Development 2050'[4] that has been adopted by each Council. This definition of 'Good Growth' is a 'golden thread' that will run through the Oxfordshire Plan. The definition has been assessed as part of the Sustainability Appraisal of the emerging Oxfordshire Plan.

'Good Growth' in Oxfordshire will:

- Be **clean and green**, placing the county at the leading edge of UK and global de-carbonisation efforts by maximising all opportunities to significantly reduce Oxfordshire's carbon footprint, and increasing natural capital across the county.
- Be **sustainable**, focusing development in ways that enhance quality of place and at locations which enable people to live and work nearby, improving digital connectivity and avoiding unnecessary travel in the first instance, but using opportunities to increase movement by sustainable and active modes of travel when needed.
- Embrace **innovation** based on our technology sectors and knowledge-intensive activity, and develop new innovative solutions for working, learning, mobility, health care, resource management, sustainable design and improved public services.

[4] Sustainable Development (oxfordshiregrowthboard.org)

- Be **healthy and inclusive**, with all development addressing inequalities and contributing positively to the overall health and wellbeing of Oxfordshire's communities, environment and economy.
- Facilitate **environmental improvements** and make **efficient** use of Oxfordshire's natural resources and land.
- Enhance and expand access to the county's internationally significant **historic environment** and **cultural** and **heritage assets**.
- Support diverse, accessible employment, generating a highly productive and **inclusive economy** based on our world-class research, innovation and technology.
- Build **resilience** to change, with growth planned in ways that: build on strengths and assets to support communities during periods of change; support economic diversity and can accommodate changes in technology; recognise changes in the way that people live and work and changing demographics; and respond to global impacts, particularly from climate and economic changes.
- Expect **high-quality** development which will have a positive impact on communities in terms of design, energy and water efficiency and public realm, utilises low impact building and construction methods and materials, and is properly supported by the necessary infrastructure including excellent digital connectivity. Everything we build or design in Oxfordshire will be fit for purpose in the world of 2050, respond to different circumstances, contribute to Oxfordshire's sense of distinctiveness and rich variety, and support connected communities.

Source: Oxfordshire's Strategic Vision for Long-Term Sustainable Development, 2021

Oxfordshire's Strategic Vision for Long-Term Sustainable Development

27. The Strategic Vision was prepared and approved by the collective leadership of the Oxfordshire Growth Board and has been agreed by each of the Oxfordshire councils. The Strategic Vision was shaped by engagement with Oxfordshire's communities and stakeholders on a draft Strategic Vision (November 2020) and by expert, informal sustainability testing. The Strategic Vision sets out what Oxfordshire should look like in 2050 and how it can be achieved through a range of strategies acting together. It is a positive statement of shared strategic priorities designed to facilitate a step-change in the approach to planning for and delivering sustainable development in Oxfordshire, challenging the norm and drawing on new ways of thinking.

28. The ambition for Oxfordshire has been set high. The Strategic Vision for Oxfordshire's future is outcome-focussed, driven by improvements to people's wellbeing and recognises that the future of Oxfordshire has the potential to benefit not just the wellbeing of its own residents and communities, but also the wellbeing of the UK and communities across the globe.

Strategic Vision 2050: Outcomes for Oxfordshire

By 2050, Oxfordshire will:

- have achieved carbon neutral status, and be accelerating towards a carbon negative future, removing more carbon than it emits each year. Energy production will be sustainable.
- be the first generation to leave the natural environment in a better state than that in which we found it. The natural environment will be more biodiverse, support social, economic and ecological resilience and have the capacity to adapt to change.
- have a healthier and happier population with better physical and mental health. Young people will feel confident, positive and excited about their future and people will spend more of their later life active, in good health and with care available in their communities to meet their changing needs.
- be a globally competitive economy which is sustainable, diverse and inclusive, generating high quality, productive and knowledge-based employment for our communities. It will utilise the county's strengths and resources, including its world-class universities and world-leading research, innovation and technology assets. There will be improved educational attainment and a skills system aligned to the needs of business and communities, helping to provide the conditions in which all Oxfordshire's people can benefit and thrive.
- be a more equal place, supported by inclusive growth that gives everyone a fair chance in life to prosper. Deprivation and disadvantage will have been tackled wherever it manifests itself in our urban and rural areas, and discrimination will have been removed.
- enjoy a built and historic environment which is rich and diverse, comprising high quality places where people want to live, work, visit and invest. Our rich and distinctive internationally recognised heritage assets, visitor economy and vibrant cultural offer will have been further enhanced and there will be improved access to them.
- have energy efficient, well-designed homes, sufficient in numbers, location, type, size, tenure and affordability to meet the needs of our growing economy, young people, residents and future generations.
- have transformed movement and connectivity within the county and beyond. There will be greater digital connectivity and physical mobility in and between places in ways that enhance environmental, social and economic wellbeing, with an emphasis on sustainable travel, including walking and cycling.
- have flourishing, diverse and vibrant communities rooted in pride with our local, national and international connections and a strong sense of civic identity. Individuals and families will support each other in partnership with sustainable public services, a thriving voluntary and community sector and be connected to dynamic and socially responsible businesses.

29. The Strategic Vision's definition of 'good growth' forms the basis for a set of Guiding Principles.

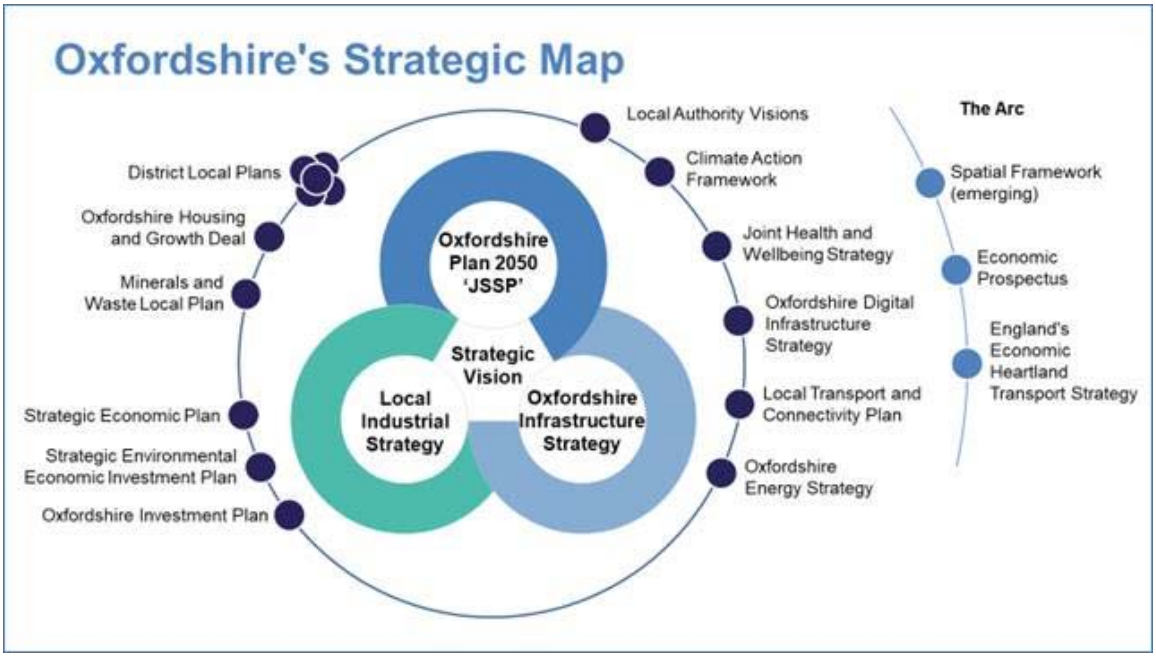
Strategic Vision 2050 Guiding Principles: Headlines

1. We will reverse the impacts of climate change.

2. We will create the conditions to support a world-leading and innovation rich economy which is clean, prosperous, diverse, inclusive, successful and sustainable.
3. We will improve our overall health and wellbeing and reduce inequalities.
4. We will enhance our natural environment.
5. We will reflect our distinctive and diverse communities and places.
6. We will deliver homes that meet the needs of current and future generations.
7. We will embrace technological changes.
8. We will expect high-quality development.
9. We will help people to help each other by supporting communities and individuals to achieve positive change for themselves.
10. We will maximise the benefits of strong collaboration within Oxfordshire.
11. We will proactively and positively engage and collaborate beyond Oxfordshire.

30. Taken together, the Strategic Vision outcomes, the definition of 'good growth' and the Guiding Principles form the foundation for Oxfordshire's over-arching approach to long-term sustainable development for Oxfordshire and for developing plans, strategies and programmes.

31. The Strategic Vision will be delivered by a wide range of plans, strategies and programmes, including the Oxfordshire Plan.



32. The Strategic Vision does not define what its ambition looks like spatially because that is the role of the Oxfordshire Plan 2050. However, the Strategic Vision's definition of 'good growth' and the Guiding Principles help define the role that place-making might play in delivering the Strategic Vision outcomes. The Strategic Vision is being used as a tool – built on a wide consensus – to inform development of the policies, spatial options and overall spatial strategy in the

Oxfordshire Plan, with appropriate weight attached to it and as part of the process of demonstrating that the Oxfordshire Plan's overall strategy is being selected against reasonable alternatives on a robust, consistent and objective basis.

Relationship with other plans and strategies

33. There are already other plans, strategies, policies and investment programmes (in existence or emerging), as well as legislative requirements, that will influence strategic-level place-shaping in Oxfordshire, including where development should take place. The Strategic Vision refers to these as 'strategic influencers'. We have 'mapped' the main strategic influencers in the following diagram.

34. This context will continue to evolve as new strategic influencers emerge at national, sub-national or local level, or as others change. Oxfordshire will be shaped by these strategic influencers to varying degrees over the next 30 years and this is reflected in the emerging Oxfordshire Plan. In many cases the relationships between these strategic influencers and the Oxfordshire Plan is a two, rather than one-way process.

35. The existing local plans will be particularly important in influencing the first 10-15 years of the Oxfordshire Plan. The Oxfordshire Plan will act as the framework for the next generation of local plans that are prepared for each District and the City of Oxford.

36. Once adopted, the Oxfordshire 2050 plan will set a policy and growth framework for Oxfordshire. It will form part of the Development Plan for each District and once adopted will be a material consideration for LPAs to consider in the formulation of more detailed plans locally and, where appropriate, its policies will carry weight in the determination of planning applications and appeals for development.



Oxford-Cambridge Arc

37. In the medium to longer-term, Oxfordshire's role within the Oxford-Cambridge Arc (the Arc) is likely to be an increasingly important influence. The Arc is a globally significant area between Oxford, Milton Keynes and Cambridge, forming a key national economic priority based on UK and world-leading innovation. Taken together, the Arc area houses one of the fastest growing economies in England, supporting over 2 million jobs and adding over £110 billion to the economy every year. The whole of Oxfordshire, with its world-class universities and world-leading research, innovation and technology assets, forms the western part of the Arc.

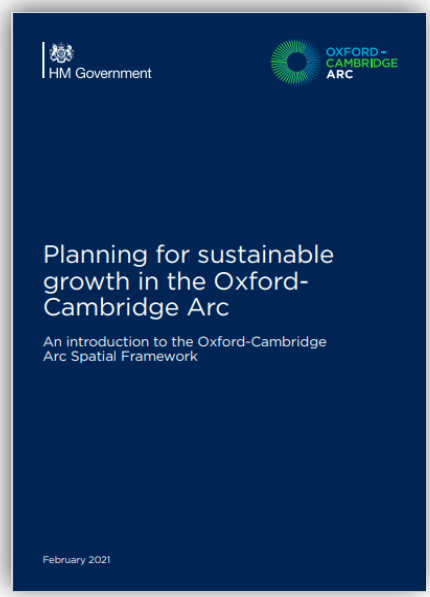
38. The Arc has generated close cooperation between Councils, LEPs and Universities across the Arc and the Oxfordshire Growth Board has played an active role in developing the Arc since its inception.

39. The Arc is becoming a focus for shared economic activity, joint working and shared prosperity and considering the joint infrastructure across a large area which has a major potential for GDP growth, based on its economic strengthens in key sectors, its universities, innovation and intellectual capital.

40. The Arc provides a forum for joint work to deliver on zero carbon commitments, address water stress and increase electricity supply through local provision and support for renewables. Likewise, the emerging Oxfordshire Plan places an emphasis on tackling climate change, enhancing the environment, strengthening communities and securing sustainable transport as well as the quality of new growth that results.

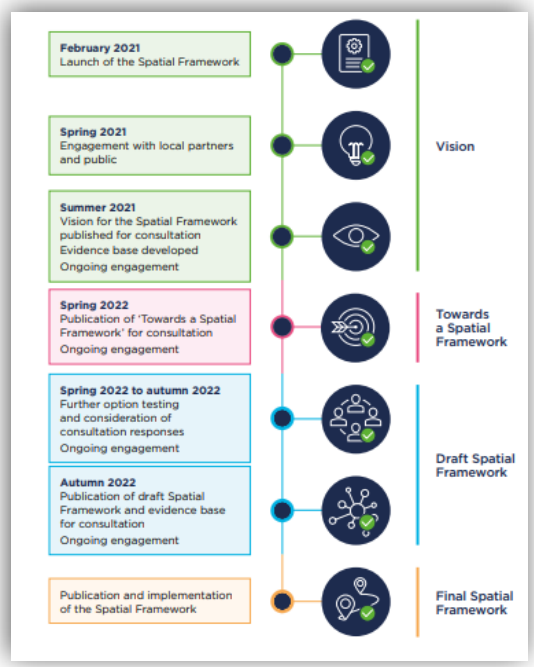
41. The Government's ambition is to build a better economic, social and environmental future for the Arc, with high-quality, well-connected and sustainable communities making the Arc an even more beautiful place to live, work and visit.

42. To achieve this ambition, the Government, alongside local partners, is developing a Spatial Framework for the Arc. This will be a long-term strategic plan that helps co-ordinate infrastructure, environment and new developments in the area. The Arc Spatial Framework is being led by Government. In February 2021 the Government published its 'Introduction to the Arc Spatial Framework'[5] and announced its intention to explore the establishment of an Arc Growth Body to 'give a clear economic leadership voice to the area'.



43. The February 2021 document sets out the opportunities and challenges for the Arc and establishes a set of core principles that will underpin development of the Framework. The Framework will form a fully integrated single land use and infrastructure plan comprising both planning and transport policies. The Framework is likely to include policies relating to employment space, policies to enable new settlements to come forward, policies to support habitat recovery and provision of green space, policies relating to brownfield development and expansion of existing settlements, policies enabling housing needs to be met in full, strategic transport policies, climate resilience and air quality policies and strategic policies to facilitate utilities investment.

44. Once complete, the Framework will have the status of national planning policy. This will give the Arc Framework significant weight in the planning system for guiding local plan preparation and in decision-making, sitting alongside the NPPF as an important 'material consideration'. The Arc will also have national transport policy status, allowing it to guide the plans prepared by local transport bodies.



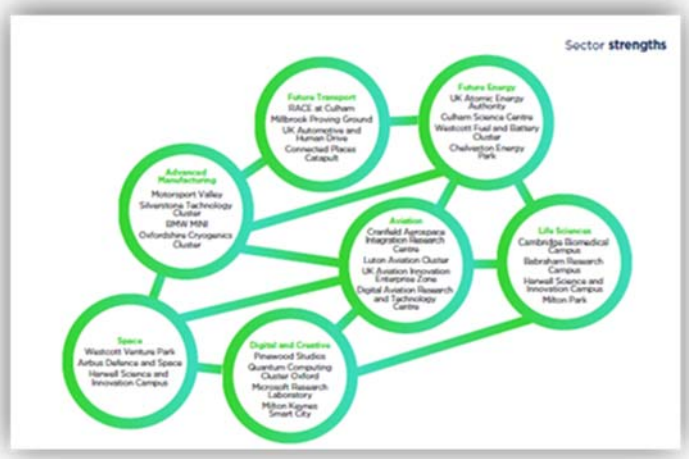
45. The Introduction to the Framework includes an indicative timeline. The timeline does not include a publication date for the final Spatial Framework, but the intention is to publish a draft for consultation in

[5] Planning for sustainable growth in the Oxford-Cambridge Arc (publishing.service.gov.uk)

Autumn 2022. The next key stage is publication of a Vision for the Spatial Framework in summer 2021 following engagement with local partners and the public.

46. The respective timetables for the Oxfordshire Plan and the Arc Spatial Framework mean that the Oxfordshire Plan – together with the Strategic Vision – will be able to help ensure that Oxfordshire has a strong voice in the development of the Arc Spatial Framework and that its interests are taken into account. Likewise, as work on the Arc Spatial Framework gathers pace, it will help inform the choice of options to be considered at the next stage (Regulation 19) of the Oxfordshire Plan process.

47. The Oxford-Cambridge Arc Economic Prospectus was published in Autumn 2020[6]. This sets the collective ambition of the Arc Leadership Group, the Arc Universities Group and the Arc Local Enterprise Partnerships Group.





48. The ambition is that *'By 2050, the Arc will be the world leading place for high-value growth, innovation and productivity. A global hub where ideas and companies are generated and thrive, home to exemplary models of 21st century development, with a high-quality environment and outstanding quality of life, and with a strong economic focus that drives inclusive clean growth'.*

Links with other neighbouring areas and the Duty to Co-operate

49. As a formal Development Plan document, the Oxfordshire Plan is being prepared in accordance with the requirements of the Duty to Co-operate. The Duty to Co-operate is a legal requirement set out in section 33A of the Planning and Compulsory Purchase Act 2004, as inserted by section 110 of the Localism Act 2011. The Duty is reflected in the National Planning Policy Framework 2019[7] (paragraphs 24-27).

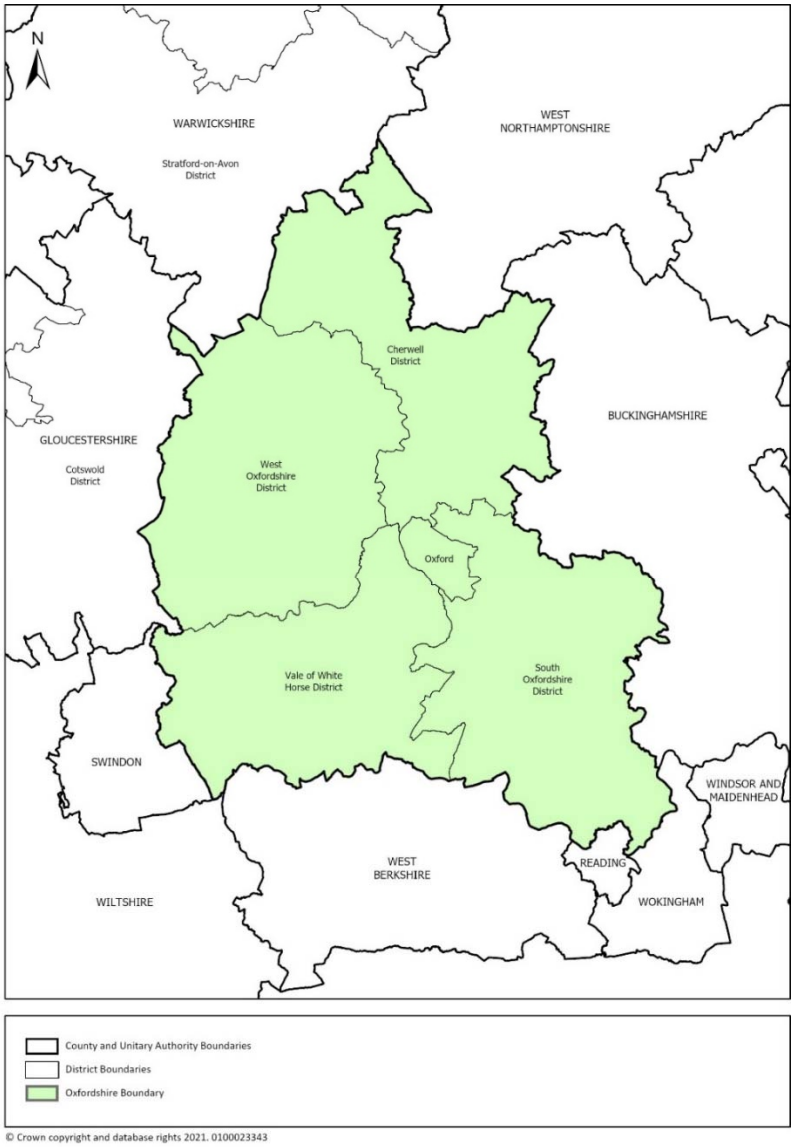
50. The City Council and District Councils have worked constructively, actively and on an on-going basis with the County Council and LEP under the auspices of the Oxfordshire Growth Board and other partners within and beyond Oxfordshire to

[6] Oxford-Cambridge Arc economic prospectus | Oxford City Council
[7] National Planning Policy Framework - GOV.UK (www.gov.uk)

develop policies for strategic matters that cross administrative boundaries as an integral part of the preparation of a positive and justified strategy.

51. Whilst the Oxfordshire Plan focuses on the county of Oxfordshire, it is important to recognise that social, environmental and economic relationships do not stop at Oxfordshire's boundary. For example, many people travel in and out of Oxfordshire for work or to access services such as education and healthcare. We are engaging with the authorities that adjoin Oxfordshire to make sure that these relationships are given appropriate consideration throughout the plan-making process as we recognise that change in Oxfordshire will also be influenced by links with neighbouring areas such as the Thames Valley, Buckinghamshire and Swindon.

52. We are also working closely with organisations known as 'prescribed bodies' in producing the Oxfordshire Plan, to ensure that cross-boundary strategic planning matters are appropriately addressed. This includes Natural England, the Environment Agency, Historic England, Highways England and NHS Clinical Commissioning Groups.



53. It is important to note that the Oxfordshire Plan intends to meet Oxfordshire's development needs within the Oxfordshire boundary. We are not looking to

neighbouring authorities to accommodate any of Oxfordshire's development needs; in particular we are not looking to neighbouring authorities to accommodate any of our housing needs. Engagement with adjoining authorities has confirmed that Oxfordshire is not being asked to accommodate any unmet development needs from elsewhere.

54. Further detail on how we are engaging with neighbouring authorities and prescribed bodies can be found in the Duty to Co-operate Statement. This engagement will continue throughout the plan-making process.

55. In addition, a Statement of Common Ground has been agreed by each of the Oxfordshire authorities and the Oxfordshire Local Enterprise Partnership which sets out how the partners are working together to address strategic planning matters in Oxfordshire.

Notes on reading this consultation document

This consultation document sets out different approaches that the Oxfordshire Plan might take. It has been produced so that we can share our current thinking with communities and stakeholders, and so that we can ask for views on what the Oxfordshire Plan should do.

This document sets out the different approaches that the Oxfordshire Plan might take in two ways:

1. The Policy Options

The Oxfordshire Plan will set out policies that will guide new development in Oxfordshire. These policies will be based around five key themes:

i. Addressing climate change;
ii. Improving environmental quality;
iii. Creating strong and healthy communities;
iv. Planning for sustainable travel and connectivity; and
v. Creating jobs and providing homes.

This document sets out different options for policies that might be included in the Oxfordshire Plan. There are two types of option:

Preferred Policy Option – This is what we think the Oxfordshire Plan should do, based on the evidence that we have and the engagement that we have undertaken with communities and stakeholders so far.

Alternative Policy Option – This is a different approach that the Oxfordshire Plan could take, that we also need to consider.

Some policy options are quite high-level and set out a broad approach that we might take. Other policy options are more detailed and suggest specific requirements for new development.

Viability

It is important to remember that we will be producing further evidence to inform the continued development of the Oxfordshire Plan, including an assessment of how

different policy options might affect the financial viability of development, both individually and as a set. This will be completed during the preparation of the Regulation 19 document. We need to make sure that the policies in the Oxfordshire Plan are deliverable.

2. The Spatial Options

The Oxfordshire Plan won't allocate sites for development, but it will set out broad locations for growth in Oxfordshire over the next 30 years. This document sets out five high-level options for how we might look to distribute development in Oxfordshire.

We want to know what you think about the different policy and spatial options in this document. Your views will help us to decide what is included in the Oxfordshire Plan.

Purpose of this consultation & how to get involved

This is an important step in the preparation of the Oxfordshire Plan.

We have previously consulted the public and stakeholders on what the Plan's vision, aspirations, objectives and broad spatial strategy should be, consulted on a Sustainability Appraisal Scoping Report and invited submissions in response to a 'Call for Ideas', which included ideas on strategic locations. In addition, the Oxfordshire Growth Board's informal Open Thought initiative added to the debate and ideas by tapping into the wealth of knowledge in Oxfordshire to help identify solutions to accommodate changes in how we will live and work, how we will connect with each other and how we will manage and respond to climate change.

We have now reached the next stage of formal consultation on the Oxfordshire Plan: Regulation 18 Part 2. This document sets out options for thematic-based policies and a number of spatial strategy options that will shape the future of Oxfordshire. We are seeking the public's and stakeholder views on these options and whether there are other options that the Oxfordshire Plan should consider.

Our consultation will run for 10 weeks from the 30th of July to 8th October 2021.

Based on the responses received, we will propose our preferred policies and strategy for growth in Oxfordshire (in a Regulation 19 stage Draft Plan), with a further round of consultation in May 2022, prior to the Oxfordshire Plan being submitted for independent Examination.

We are also inviting 'Call for Ideas' submissions. This is because it is important that up-to-date information is available on sites to inform development of the Regulation 19 stage Draft Plan.

Responding to the consultation

Anyone wishing to respond during the consultation can do so at www.oxfordshireopenthought.org

Visitors will find all the details of the emerging Plan online, including the five key themes of addressing climate change, improving environmental quality, creating strong and healthy communities, planning for sustainable travel and connectivity and

creating jobs and providing homes. There will also be options for how much we grow and where that growth might happen.

The consultation document is available for download in Word format.

People can give their views via the interactive form on the Open Thought website.

People can give their views via the interactive form on the Open Thought website. Alternatively, if they wish to submit their thoughts in writing, they can send them by email to info@oxfordshireplan.org or can post them to Oxfordshire Plan 2050, Speedwell House, Speedwell Street, Oxford, OX1 1NE.

Oxfordshire Plan Vision and Objectives

56. A draft vision for the Oxfordshire Plan was consulted upon at the Regulation 18 Part 1 stage:

57. *'In 2050 the people of Oxfordshire are living in sustainable communities with a high quality of life and strong sense of community. The integrity and richness of the county's historic character and natural environment are valued and conserved. A wide range of secure and good quality housing options are within reach for all. Existing and new communities are well connected, integrated, distinct, attractive and desirable places to live; their design and layouts facilitate healthy lifestyles and sustainable travel options. Productivity has increased and residents are well-skilled and able to access a wide range of high-value job opportunities and share in wealth creation. The private and public sector continue to have the confidence to invest in the county. Oxfordshire has embraced the technological, demographic and lifestyle changes of recent decades and new developments are fit for the future and resilient to climate change. The wellbeing of residents and workers is enhanced through being part of this special place'.*

58. The following objectives for the Oxfordshire Plan were formed following the Regulation 18 Part 1 consultation:

Oxfordshire Plan Objectives

1. To demonstrate leadership in addressing the climate emergency by significantly reducing greenhouse gas emissions.
2. To conserve and enhance Oxfordshire's historic, built and natural environments, recognising the benefits these assets contribute to quality of life, local identity and economic success.
3. To protect and enhance Oxfordshire's distinctive landscape character, recreational and biodiversity value by identifying strategic green and blue infrastructure, improving connectivity between environmental assets and securing a net gain for biodiversity.
4. To improve health and wellbeing by enabling independence, encouraging active and healthy lifestyles, facilitating social interaction and creating inclusive and safe communities.
5. To sustain and strengthen Oxfordshire's economic role and reputation by building on our key strengths and relationships.
6. To ensure that the benefits and opportunities arising from Oxfordshire's economic success are felt by all of Oxfordshire's communities.
7. To meet Oxfordshire's housing needs, including affordable housing, and to ensure that housing delivery is phased appropriately to support the needs of our communities.
8. To ensure that new housing is flexible to meet the varied needs of people through all stages of life.
9. To deliver high quality, innovatively designed development that ensures efficient use of land and resources.

10. To reduce the need to travel and to support people in making sustainable transport choices by providing inclusive, integrated, safe and convenient pedestrian, cycle and public transport infrastructure linking communities.
11. To ensure that communities are digitally connected and that innovative technologies are supported.

Themes and Policies

Theme One: Addressing Climate Change

59. Climate change is the most significant threat facing humankind today, with the threat of increased flood risk, severe drought and more extreme weather patterns resulting from greenhouse gas emissions and global warming. Such threats will have serious consequences for the health and wellbeing of communities without taking proactive steps to address the causes and mitigate the impacts of climate change.

60. It is essential that climate change considerations run through the Oxfordshire Plan strategy, to support the integrity and resilience of the natural environment and Oxfordshire's communities.

61. Climate change is central to each of the Oxfordshire Plan themes and policies, as to properly address climate change, a coherent, joined-up approach encompassing development standards, transport and infrastructure and healthy ecosystems is required.

62. Recent years have seen stronger national commitments to address the causes of climate change with strategies to accelerate clean growth and reduce greenhouse gas emissions becoming increasingly more prevalent.

63. In 2019, the UK became the first major economy to pass net zero emissions law in an attempt to end the UK's contribution to global warming by 2050. Amendments to the Climate Change Act 2008 commit the UK Government to reducing greenhouse gas emissions by 100% (compared to 1990 levels) in the UK by 2050. The UK's 2050 net zero target is one of the most ambitious in the world and key to meeting the United Nations Paris Climate Agreement, which aims to limit global temperature increases to no more than 1.5ºc above pre-industrial levels and sets a long-term goal of net zero carbon emissions[8].

64. It is recognised that local areas will play a key role in developing opportunities for low carbon energy and in making efforts to meet national and international commitments to tackling climate change.

65. The Oxfordshire Energy Strategy[9] is a key strategic influencer on the Oxfordshire Plan and sets objectives to;

- Secure smart, modern, clean energy infrastructure to support planned housing, industrial and commercial growth and
- Lead nationally and internationally to reduce county-wide emissions by 50% by 2030, on 2008 levels and set a pathway to achieve zero carbon by 2050.

66. Since the adoption of the Oxfordshire Energy Strategy, all Oxfordshire authorities, including the County Council have declared climate emergencies which recognise the importance of addressing climate change, by reducing greenhouse gas emissions, with commitments for net zero carbon emissions.

[8] Paris Climate Agreement (2015) UNFCCC
[9] https://www.oxfordshirelep.com/energystrategy

	Date of Declaration	Council operations Target	District wide target
Cherwell District Council	25/07/2019	2030	2030
Oxford City Council	28/01/2019	2030	2040
South Oxfordshire District Council	03/04/2019	2025	2030
Vale of White Horse District Council	13/02/2019	2030	2045
West Oxfordshire District Council	26/06/2019	2030	2050
Oxfordshire County Council	02/04/2019	2030	2050

67. The Climate Emergency declarations provide an impetus for Oxfordshire's local authorities to strive for carbon reductions in their own operations and through those things that they can influence such as planning for development within their areas.

68. One of the main mechanisms for addressing county-wide emissions arising from development is the county's planning framework, with adopted local and neighbourhood plans setting the vision, objectives and policies for sustainable development.

69. The adopted local plans for Oxfordshire set clear objectives for addressing climate change and achieving net zero carbon development, particularly the recently adopted Oxford Local Plan 2036 and South Oxfordshire Local Plan 2035 which set clear pathways for achieving net zero residential development by 2030, using a combination of low carbon technology, renewable energy and energy efficiency.

70. There is a varied policy approach taken across local plans, however, with some deferring to buildings regulations to determine standards for the design and construction of buildings.

71. Achieving net zero in Oxfordshire will require reductions in emissions from all sources and it is the intention of the Oxfordshire Plan to drive these down as far as possible. The Oxfordshire Plan will also seek to establish a framework in which environmental enhancements can be directed to where they can be most effective in mitigating the impacts of climate change and offsetting any residual carbon emissions that cannot be eradicated at source.

72. It is important that the Oxfordshire Plan takes a proactive approach to addressing climate change and supporting the transition to a low carbon future as required by the National Planning Policy Framework. It is considered that taking a proactive approach to guiding development and environmental enhancements will be beneficial to the health and wellbeing of communities and in supporting a green recovery in Oxfordshire. There are a wealth of business and organisations driving innovation in the green economy and many more involved in the supply chains and supporting business sectors. Driving up standards in the Oxfordshire Plan and setting clear ambitions for addressing the causes, building resilience to

and mitigating the impacts of climate change will bring multiple benefits to the county, provided the right investments can be made in the right places at the right time and the necessary skills and opportunities are built within our communities.

73. The Oxfordshire Plan aims to deliver against its climate change ambitions through a range of approaches including a reduction in greenhouse gas emissions (improved building standards, increased renewable energy generation) and minimising vulnerability to and improving the resilience of communities and the natural environment (Natural Capital, Nature Recovery, Water Environment and biodiversity net gain).

Theme One – Meets the following Objectives of the Oxfordshire Plan

No 1. To demonstrate leadership in addressing the climate emergency by significantly reducing greenhouse gas emissions.

No 2. To conserve and enhance Oxfordshire's historic, built and natural environments, recognising the benefits these assets contribute to quality of life, local identity and economic success.

No 9. To deliver high quality, innovatively designed development that ensures efficient use of land and resources.

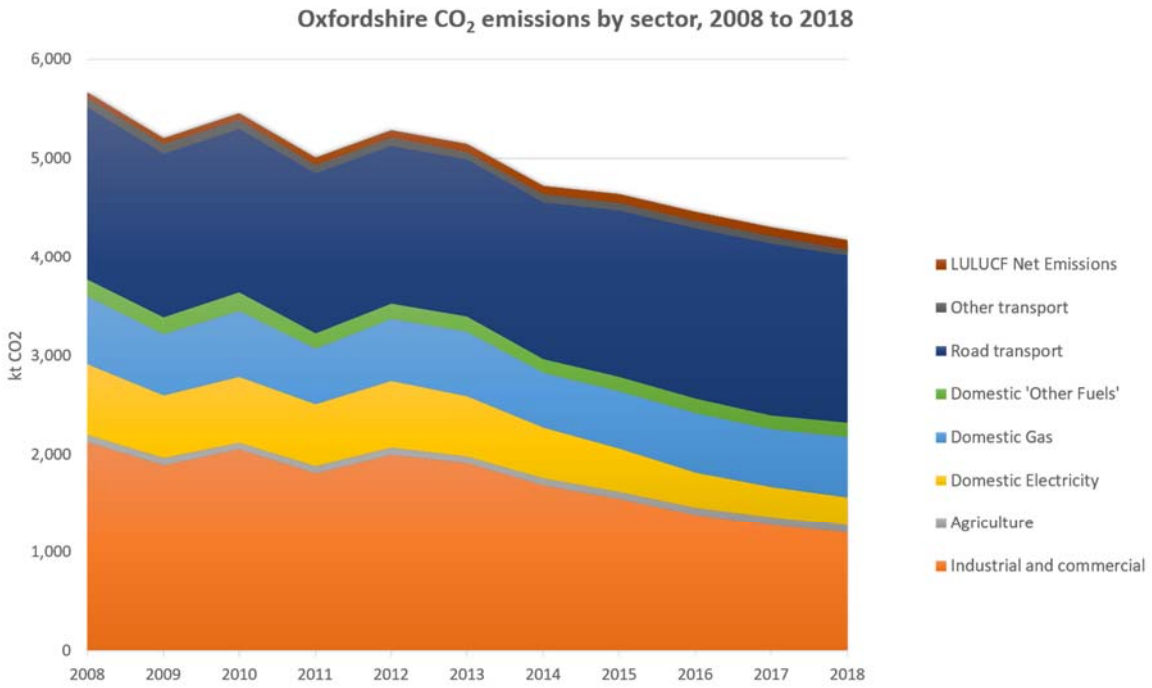
Policy Option 01 - Sustainable Design and Construction

74. Central to Oxfordshire's efforts to achieve net zero carbon, in accordance with challenging targets will be to address the main sources of greenhouse gas emissions in Oxfordshire.

75. An assessment undertaken as part of the Oxfordshire Energy Strategy identifies the main sources of greenhouse gas emissions in Oxfordshire as road transport and housing.

76. The diagram below illustrates the contribution that a number of key sectors have historically made to overall carbon dioxide emissions in Oxfordshire[10]. Although there has been a decrease in overall emissions since 2008, they remain high with road transport, residential development, public services and commercial services contributing the majority of these.

[10] Aether, Oxfordshire Greenhouse Gas emission projections, 2018 update



77. To successfully achieve net zero carbon emissions, the focus needs to be on the highest emitters in a way that ensures targets are met, without impacting on the delivery of necessary infrastructure and services to meet the needs of Oxfordshire's communities.

78. It is essential that the Oxfordshire Plan takes steps to mitigate the impact of new development by reducing its carbon footprint.

79. There are a significant number of planned houses in the pipeline that will be constructed to existing building standards and will therefore contribute less to achieving the ambitious national and local carbon reductions targets that have been set.

80. The Government have confirmed[11] that from 2025, the Future Homes Standard will ensure that new homes produce at least 75% lower CO2 emissions compared to those built to current standards. In the short-term this represents a considerable improvement in the energy efficiency standards for new homes. Homes built under the Future Homes Standard will be 'zero carbon ready', which means that in the longer-term, no further retrofit work for energy efficiency will be necessary to enable them to become zero carbon homes as the electricity grid continues to decarbonise.

81. From 2021, new homes will be expected to produce 31% less CO2 emissions compared to current standards. This will deliver high-quality homes that are in line with our broader housing commitments and encourage homes that are future-proofed for the longer-term.

82. Notwithstanding the Government commitment to improve building regulations, it is important to note that local authorities have the ability to set local targets for

[11] https://www.oxfordshiregrowthboard.org/wp-content/uploads/2021/03/Future-Homes-Standard-Government-response.pdf

the design and construction of new buildings. The NPPF does not prevent local authorities from setting higher ambitions particularly in relation to energy efficiency standards that exceed Building Regulations.

83. There is already evidence of Oxfordshire authorities setting a clear pathway to zero carbon through their local plan policies, as well as examples of individual developments and strategic growth locations achieving far greater carbon reductions than comparable scale developments within the same localities.

84. Such achievements are a clear signal that net zero carbon can be achieved in developments at a range of scales, when there are strong policies in place and when developers have an opportunity to test construction techniques and use of materials supported by sufficient investment.

85. For Oxfordshire to go further than existing and proposed Government standards, a consistent county-wide definition of net zero carbon needs to be established. This requires consideration of existing and emerging definitions for zero carbon.

The Eco Town Definition

The definition of zero carbon for eco-towns set out in the Planning Policy Statement (2009) is that ,over a year, the net carbon dioxide emissions from all energy use within the buildings on the eco-town development, as a whole, are zero or below. The initial planning application and all subsequent planning applications for the development of the eco-town should demonstrate how this will be achieved.

The definition excludes embodied carbon and emissions from transport but includes all buildings – not just houses but also commercial and public sector buildings which are built as part of the eco-town development.

UKGBC Net Zero Carbon Buildings – A Framework Definition (UK Green Building Council)

From November 2018 to March 2019, UKGBC brought together an extensive range of industry stakeholders, including a task group[12], to build consensus on a framework definition for net zero carbon buildings in the UK[13].

The primary focus of the framework is to set in place a path to achieve net zero carbon buildings in both construction and operation (in-use energy consumption), whilst beginning to provide direction for addressing whole-life carbon in the industry.

The Framework definition of Net Zero Carbon Buildings consists of two definitions:

1. Net zero carbon – construction (for new buildings and major renovations). When the amount of carbon emissions associated with a building's product and construction stages up to practical completion is zero or negative, through the use of offsets or the net export of on-site renewable energy.

[12] https://www.ukgbc.org/uncategorised/zerocarbontaskgroup
[13] https://www.ukgbc.org/wp-content/uploads/2019/04/Net zero-Carbon-Buildings-A-framework-definition.pdf

2. Net zero carbon – operational energy (for all buildings in operation). When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset.

A third definition, 'new zero carbon – whole-life' is also proposed at a high level, but further work is needed to develop the detail of this approach.

The framework includes five steps, shown in diagram below. Some of the steps are relevant to the definition for construction and some to the definition for operational energy. However, a building targeting net zero carbon for construction should be designed to achieve net zero carbon for operational energy.

Each step has a set of principles that have been ordered in terms of priority and should be reviewed in that order. Each principle sets out the approach that should be followed, including a rationale for the principle, associated technical requirements and, where relevant, any areas for future development.

Broadly speaking the definitions seek to:

- ensure that a whole-life carbon assessment is undertaken,
- prioritise reductions in energy demand and consumption over all other measures,
- report annually on in-use energy consumption,
- prioritise on-site renewable energy sources and require any off-site renewable energy to demonstrate additionality,
- offset any remaining carbon using a recognised offsetting framework and publicly disclose this.

Steps to Achieving a Net Zero Carbon Building

1. Establish Net Zero Carbon Scope*

1.1 Net zero carbon – **construction**

1.2 Net zero carbon – **operational energy**



2. Reduce Construction Impacts

2.1 A whole life carbon assessment should be undertaken and disclosed for all construction projects to drive carbon reductions

2.2 The embodied carbon impacts from the product and construction stages should be measured and offset at practical completion



3. Reduce Operational Energy Use

3.1 Reductions in energy demand and consumption should be prioritised over all other measures.

3.2 In-use energy consumption should be calculated and publicly disclosed on an annual basis.



4. Increase Renewable Energy Supply

4.1 On-site renewable energy source should be prioritised

4.2 Off-site renewables should demonstrate additionality



5. Offset Any Remaining Carbon

5.1 Any remaining carbon should be offset using a recognised offsetting framework

5.2 The amount of offsets used should be publicly disclosed



D New buildings and major refurbishments targeting net zero carbon for construction should be designed to achieve net zero carbon for operational energy by considering these principles.

* Please also note, a further scope for net zero whole life carbon (1.3) will be developed in the future.

Source: Net zero carbon buildings – A framework definition (UKGBC, April 2019)

London Energy Transformation Initiative

The London Energy Transformation Initiative (LETI) was established in 2017 to support the transition of London's built environment to net zero carbon, providing guidance that could be applied to the rest of the UK.

A network of over 1,000 built environment professionals have worked collaboratively to compile evidence-based recommendations for London Plan and London Environment Strategy policies. The LETI Climate Emergency Design Guide defines what good looks like in context of the climate emergency for new buildings.

The guidance focusses on delivering net zero carbon new buildings which means having regard to whole-life carbon, which in the context of the document means;

- Operational carbon – net zero operational carbon means that buildings burn no fossil fuels, are 100% powered by renewable energy and achieve a high level of energy performance in line with national climate change targets.

- Embodied carbon – The carbon emissions emitted producing a building's materials, their transport and installation as well as disposal at the end of life.

A key recommendation of the guidance is that the Energy Use Intensity (EUI) of a building should replace carbon emission reductions as the primary metric used in policy, regulations and design decisions. EUI is an annual measure of the total energy consumed in a building. EUI is regarded as a good metric as it depends on how the building performs in use.

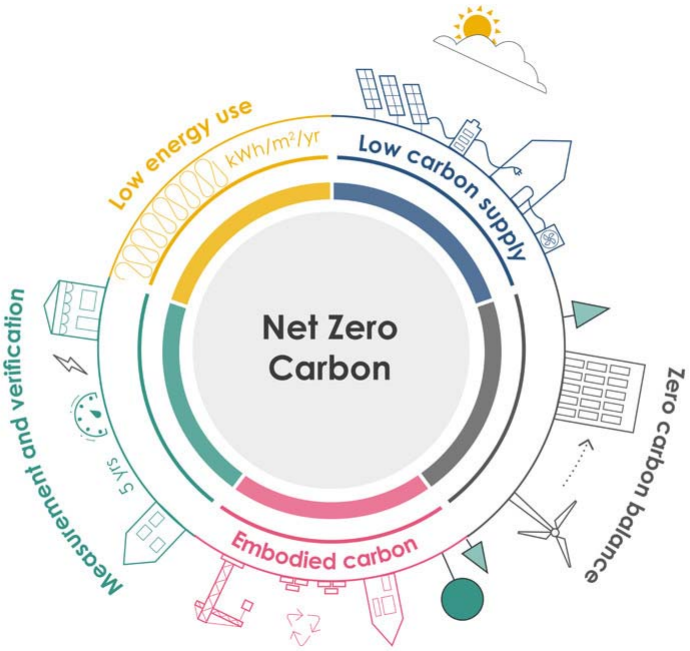
EUI includes all the energy consumed in the building including regulated energy (heating, hot water, cooling, ventilation and lighting) and unregulated energy (plug loads and equipment e.g. kitchen white goods, ICT and AV equipment). It does not however include charging of electric vehicles.

The guidance makes recommendations for operational energy which includes the fabric efficiency of building materials, window areas and energy consumption. It also makes recommendations for embodied carbon emissions.

To achieve Net Zero Operational Carbon, LETI propose ten key requirements for new buildings:

1. Total energy use of different building typologies not to exceed Energy Use Intensity (EUI) targets for energy uses in buildings including regulated and unregulated energy.
2. A fabric first approach ensuring that space heating demand for all building types is below 15kWh/m^2/yr.
3. Annual energy use and renewable energy generation to reported for the first year post completion as part of a measurement and verification process.
4. Embodied carbon of construction materials should be assessed to reduce impacts of construction process.
5. Heating and hot water should not be generated from fossil fuels.

6. Average annual carbon content of heat supplied (gCO2/kWh) should be reported.
7. On-site renewable electricity should be maximised.
8. Energy demand response and storage measures should be incorporated, and the building annual peak energy demand should be reported.
9. An annual carbon balance calculation should be undertaken to demonstrate that a building achieves a net zero carbon balance.
10. Any energy use not met on-site should be met by investment into additional renewable energy capacity off-site.



Source: London Energy Transformation Initiative

The Circular Economy

In addition to different definitions for net zero carbon development, it is also useful to consider circular economy principles and how these relate to resource consumption, waste and carbon emissions.

A circular economy keeps products, components and materials at their highest use and value. In a circular economy, every item or material is useful and valuable to another part of the economy. It provides an alternative to the current 'linear' economy – in which we make, use and dispose of products, components and materials and recover little value from them.

Significant greenhouse gas emissions arise from consumption habits in society. A circular economy seeks to shift away from a linear pattern of resource extraction, use and wastage to one in which products and materials are retained and used at their highest use value for longer through maintenance, repairs and upgrades.

As construction waste accounts for the largest proportion of waste within the Oxfordshire waste cycle[14], circular economy principles are relevant to the Oxfordshire Plan, particularly efforts to achieving net zero carbon emissions through the design and construction of new development.

The use of natural or recycled materials in construction, designing buildings for adaptability and changing uses over time as well as the ability to dismantle and recover materials at the end of a building's life would all help to minimise resource extraction and waste arising from construction in Oxfordshire. This would help to minimise carbon emissions associated with construction and development over the lifetime of the Plan.

Consideration of circular economy principles through the Oxfordshire Plan has potential to deliver a wide range of benefits beyond tackling waste and reducing carbon emissions with positive social implications, new jobs, improved skills and new business opportunities[15].



Source – Useful Projects – Circular Economy in construction

[14] https://www.oxfordshire.gov.uk/sites/default/files/file/planning-minerals-and-waste/AnnualMonitoringReport2018.pdf
[15] https://usefulprojects.co.uk/circular-economy-in-construction/

86. The Government's proposals to strengthen Building Regulations and to define future standards for new buildings have the potential to deliver a consistent approach for the delivery of zero carbon buildings and take a big step on the pathway to net zero carbon. However, they may not be ambitious enough to meet targets for achieving net zero carbon in Oxfordshire.

87. Consideration should be given to elements of other emerging design standards which could assist in accelerating our efforts, particularly where better regard is had to the whole-life carbon of buildings, including embodied carbon, operational energy use and renewable energy generation.

88. The various industry consensus definitions developed by LETI and the UKGBC are more ambitious in scope compared to recently adopted local plan policies which focus on achieving carbon reductions rather than addressing whole-life carbon.

89. Well-designed places are those that respond to the impacts of climate change through energy efficiency, minimising greenhouse gas emissions and embodied carbon, as well as adapting to anticipated events such as rising temperatures and increased flood risk.

Policy Options

90. The preferred policy approach is to define an Oxfordshire-wide definition for net zero carbon design and construction for development in Oxfordshire. This will assist in achieving the County's objectives in achieving net zero carbon emissions over the lifetime of the Oxfordshire Plan with multiple benefits including supporting the health and wellbeing of communities and encouraging clean growth and innovation, consistent with Strategic Vision and Oxfordshire Plan objectives.

Preferred Policy Option

Policy Option 01: Sustainable Design and Construction

To include in the Oxfordshire Plan a policy setting out sustainable design and construction requirements to be applied to major residential and non-residential developments within Oxfordshire.

This policy would be subject to viability and deliverability testing but with the objective to achieve net zero whole-life carbon for both residential and non-residential buildings, taking account of embodied carbon, low energy use and renewable energy supply.

Developments should be fossil fuel free and fossil fuels should not be used to provide space heating, hot water or fuel for cooking. Demand for energy should be balanced by the provision of on-site renewable energy generation.

Carbon offsetting would only be permitted where it is demonstrable that net zero carbon cannot be achieved on site.

A financial contribution based on defined calculation would be made to carbon offsetting projects including off-site renewable energy generation or carbon sequestration consistent with defined natural capital and nature recovery approaches defined in the Plan.

Buildings should be designed to be resilient to the effects of a changing climate, including overheating.

New buildings should be designed to be durable but flexible and adaptable to changing needs over time.

Residential and non-residential buildings should be designed and built to maximise the use of natural or recycled material in construction and to enable disassembly at the end of a building's life in accordance with circular economy principles.

Alternative Policy Option 01-1

91. One alternative policy option is to defer standards for the design and construction of new buildings to district local plans. National policy does not prevent local authorities from setting higher ambitions, particularly in relation to energy efficiency standards that exceed Building Regulations.

92. This is not a preferred option as different targets and timescales for achieving net zero carbon development in local plans could hinder efforts to achieve net zero carbon emissions in Oxfordshire during the lifetime of the Plan.

Alternative Policy Option 01-2

93. Another alternative is to defer guidance on sustainable design and construction to building regulations and the Future Homes and Future Buildings Standards.

94. This is not a preferred option as failure to introduce more stringent national standards for the design and construction of new development could hinder Oxfordshire's efforts to achieve net zero carbon emissions during the lifetime of the Plan.

Policy Option 02 - Energy

95. Building standards can contribute significantly to carbon emissions reductions, by reducing the amount of energy required to operate a building and reducing the amount of energy lost through the fabric performance of a building.

96. In order to achieve net zero targets however, it is necessary to consider the net zero carbon energy balance, to ensure that there is sufficient renewable energy to meet energy requirements of development.

97. It is important to consider the future of energy infrastructure as part of the Oxfordshire Plan as the energy system, the generation and transmission and amount of electricity consumed, are likely to be very different by 2050. The electrification of heat, rise in the use of electric vehicles and increases in

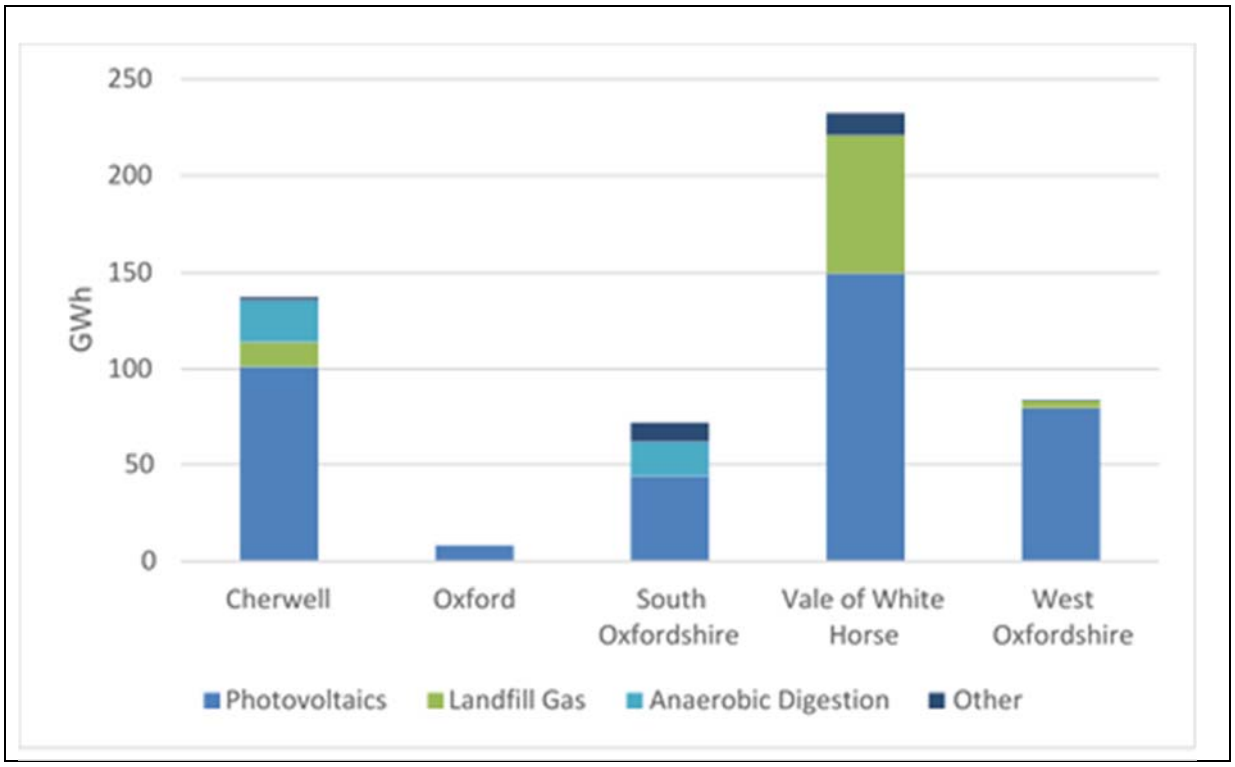
renewable energy generation will place new and significant burdens on an already constrained electricity network.

98. The Government's Energy White Paper (December 2020)[16] builds on their Ten Point Plan for a Green Industrial Revolution (November 2020)[17] and establishes the Government's goal of a decisive shift from fossil fuels to clean energy in power, buildings and industry, while creating jobs and growing the economy and keeping energy bills affordable. It addresses how and why our energy system needs to evolve to deliver this goal and provides a foundation for the detailed actions to be taken.

99. The way in which we produce and use energy is at the heart of the Energy White Paper. Meeting challenging targets for net zero carbon emissions will mean eliminating the use of fossil fuels to power the economy and heat our homes and an increase in clean electricity which will become the predominant form of energy.

100. Existing energy infrastructure in Oxfordshire covers the generation, transmission and distribution of energy and includes gas, electricity and renewable energy. Homes and businesses across the county are served energy from a variety of different sources with varying proportions across all energy types.

101. There is already a significant amount of energy generated in Oxfordshire from a range of renewable sources, but with substantial variations in type and volume across the districts. The following diagram illustrates this:



102. Electricity network operators in Oxfordshire are transitioning from Distribution Network Operators (DNO) to Distribution System Operators (DSO)

[16] Energy White Paper: Powering our Net Zero Future
[17] https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution

to accommodate the changes that will be required to enable net zero carbon. This transition requires flexibility in the management of the electricity network to ensure that the supply and demand for electricity are balanced. It has implications for spatial planning in Oxfordshire and will influence the distribution of future development.

103. The Climate Change Committee (CCC)[18] has forecast that by 2050 demand on electricity networks could treble as the UK moves toward its net zero carbon emissions future. Key to delivering the ambitions of the Oxfordshire Energy Strategy is to ensure that the local network infrastructure is sufficient for new generation and demand.

104. High level analysis of capacity at primary electricity sub stations in Oxfordshire[19] identified a number of major electricity infrastructure projects which still required funding, to support the level of planned housing and employment growth to 2031.

105. The capacity of existing infrastructure and the cost and complexity of future upgrades to support planned growth in Oxfordshire are important considerations for the future planning of the county, both in terms of how much growth can be accommodated and where.

106. The significant demand that Oxford's substations already face undermines the feasibility of connecting new sources of generation to the distribution network. This could either stop new renewable generation from being deployed or make it prohibitively expensive.

107. Energy consumption analysis by local authority area in Oxfordshire shows relatively consistent levels as well as consistent fuel type proportions over the past 10 years, with bioenergy and wastes only partially replacing other traditional fuel sources. Oxfordshire's reliance on petroleum products and gas must reduce at a fast rate in order to meet national 2030 targets and clean energy goals.

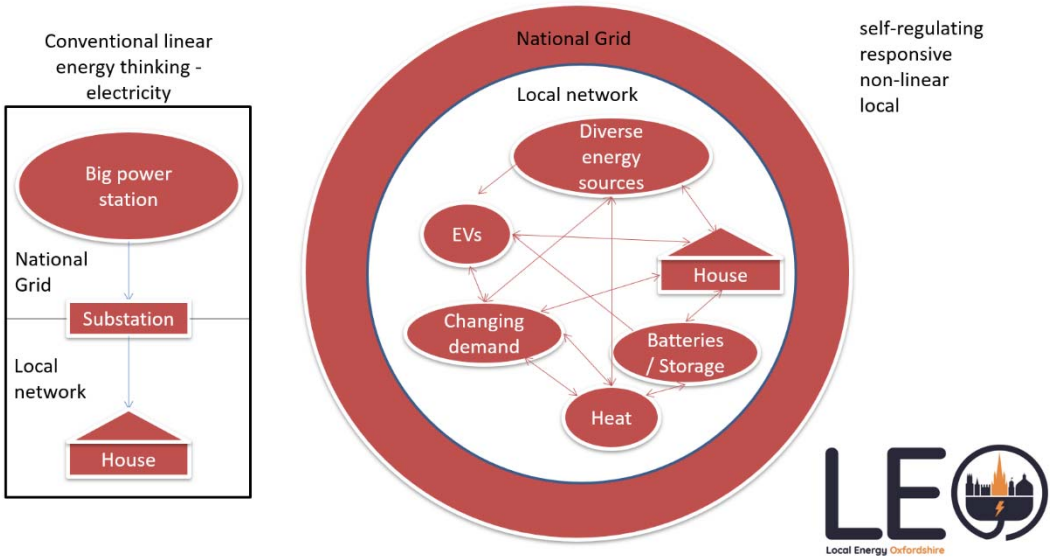
108. This need is exacerbated by the population growth expected in the county. Electricity consumption has shown a reduction between 2008 and 2019 in all local authority areas through efficiency gains. However, alongside population growth, other factors will result in a need to address electricity consumption (e.g. transition to electric vehicles and decarbonisation of heat). Targets for electric vehicle use raise specific concerns over the requirements for large-scale investment in the electrical grid and network infrastructure.

109. Oxfordshire is home to two national demonstrator projects part funded by the UK's Industrial Strategy Challenge Fund[20] with investment in industry and research to accelerate innovation in smart local energy systems.

- Energy Superhub Oxford is focused on the electric vehicle (EV) charging network with a transmission-connected network of rapid electric vehicle charging, hybrid battery energy storage, low carbon heating and smart energy management technologies that reduces stress on local grids.

[18] https://www.theccc.org.uk/
[19] https://www.oxfordshirelep.com/sites/default/files/uploads/Oxfordshire%20Energy%20Strategy.pdf
[20] https://www.ukri.org/our-work/our-main-funds/industrial-strategy-challenge-fund/clean-growth/prospering-from-the-energy-revolution-challenge/

- Project Local Energy Oxfordshire (LEO) is one of the most ambitious, wide-ranging, innovative, and holistic smart grid trials ever conducted in the UK. LEO will improve our understanding of how opportunities can be maximised and unlocked from the transition to a smarter, flexible electricity system and how households, businesses and communities can realise its benefits.



110. Both projects are important in demonstrating how integrated, intelligent local systems can deliver power, heat and mobility to users in new and better ways. The lessons learned will be influential in shaping the Oxfordshire Plan strategy including the distribution of development and investment in infrastructure.

111. The economic benefits of a low carbon transition in Oxfordshire will be realised by supporting ambitious and innovative clean generation projects across the county and supporting projects that reduce energy demand across all sectors and increase energy efficiency for domestic, industrial and commercial buildings.

112. The Oxfordshire Plan provides an opportunity to develop new ways of partnership working and to deliver innovative projects in the county. Establishing local smart energy networks will ensure that housing and economic growth is supported by clean energy and contributes to meeting net zero carbon targets.

113. There is a need to significantly increase the proportion of renewable electricity generated within the county to achieve a net zero carbon energy balance. Energy systems and the grid must adapt, to operate in a way that allows growth and supports the de-carbonisation of both heat and transport and takes account of implications for electricity demand and distribution.

114. The future of energy in Oxfordshire may have implications for the future distribution of development, and delivery of strategic scale renewable energy generation will have land use implications.

115. It is important for the Oxfordshire Plan to consider future infrastructure needs and land use implications of future energy infrastructure, particularly

increases in renewable energy generation capacity, to set a framework for delivery as part of a sustainable spatial strategy for Oxfordshire.

Policy Options

116. The preferred policy option is to maximise the use of renewable energy in new developments in Oxfordshire, to ensure that rising demands for electricity are matched with zero carbon energy provision, to achieve a net zero carbon energy balance and to support efforts to achieve net zero carbon emissions over the lifetime of the Oxfordshire Plan.

117. This is considered to be a strategic matter, as to ensure there is sufficient renewable energy generation capacity in the county may require land to accommodate renewable energy generation technology.

Preferred Policy Option

Policy Option 02: Energy

The Oxfordshire Plan would seek to minimise energy demand and maximise the use of renewable energy, where viable, meeting all demands for heat and power without increasing carbon emissions.

Target for 100% of energy needs for major developments to be met from renewable energy sources.

Developments would be required to maximise energy efficiency whilst integrating renewable and smart energy technologies in order to minimise energy demand.

Installation and integration of these technologies should be delivered at the development stage to avoid more costly retrofitting after completion.

The Oxfordshire Plan would support the delivery of strategic and community scale renewable energy schemes, particularly where their establishment can support development and the transition to a smart, local energy system for Oxfordshire.

Alternative Policy Option 02-1

118. One alternative policy option is to not set county-wide targets for renewable energy in new developments and to defer to local plans and individual developments.

119. This option is not preferred, as establishing different approaches to renewable energy generation for new developments through local plans could undermine efforts to achieve targets for net zero carbon emissions in Oxfordshire over the lifetime of the Oxfordshire Plan.

Alternative Policy Option 02-2

120. Another alternative policy option is to set a percentage target for renewable energy generation in new developments e.g. minimum 10%.

121. This option is reasonable as the continued decarbonisation of the National Grid will help to ensure that a zero carbon energy balance could be achieved nationally and locally during the lifetime of the Plan, particularly with increased renewable energy generation locally. It is not the preferred option as a lower target would potentially fall short of local targets of net zero carbon emissions during the lifetime of the Oxfordshire Plan.

Policy Option 03 - Water Efficiency

122. It is essential that Oxfordshire's communities, natural environment and businesses have access to the water they need, both now and in the future.

123. Water resources serving Oxfordshire and the wider South East region are under increasing pressure. This is due to a range of factors including climate change, population growth and limitations on the amount of water that can be taken from rivers and aquifers to avoid harm to the natural environment.

124. Thames Water's current Water Resource Management Plan forecasts that, without action, there will be a substantial shortfall between water supply and water demand within the next 25 years, significantly increasing the possibility of droughts.[21]

125. The Oxfordshire authorities are working closely with Thames Water, the Environment Agency and other key stakeholders to understand water resource issues to 2050 and beyond. This engagement has fed into the production of the Water Cycle Study which will inform the Oxfordshire Plan. (A Phase 1 Scoping Study has been published as part of this consultation and a further, more detailed assessment will be undertaken prior to Regulation 19.) The evidence is clear that we need to make best possible use of Oxfordshire's water resources.

126. Water efficiency standards for new development are set out in the Building Regulations.[22] Currently, for new homes, water consumption must not exceed 125 litres per person per day. (On average, a person in England uses 141 litres of water per day.[23]) However, local planning authorities can, where there is a clear local need, require new homes to meet a higher optional requirement of 110 litres per person per day.[24] All adopted local plans in Oxfordshire apply the optional requirement of 110 litres per person per day.

127. In 2019, the Government consulted on the possibility of introducing a more ambitious national water efficiency standard for residential development.[25] However, the outcome of that consultation is not yet known.

[21] Thames Water (April 2020) Water Resources Management Plan 2020-2100
[22] HM Government (2015, with 2016 amendments) The Building Regulations 2010 Approved Document G; Sanitation, Hot Water Safety and Water Efficiency; Requirement G2 and Regulation 36
[23] DEFRA (July 2019) Consultation on Measures to Reduce Personal Water Use.
[24] MHCLG (March 2015) Planning Practice Guidance; Housing: Optional Technical Standards; Paragraph: 014; Reference ID: 56-014-20150327
[25] DEFRA (July 2019) Consultation on Measures to Reduce Personal Water Use.

128. The Building Regulations do not set specific water efficiency standards for non-residential development, but state that reasonable provision must be made to prevent undue water consumption.

129. There are examples of best practice that we can also look to. For example, the Royal Institute of British Architects (RIBA) has developed a set of performance targets as part of their '2030 Climate Challenge'. '*The performance targets align with the future legislative horizon and set out a challenging but achievable trajectory to realise the significant reductions necessary by 2030 in order to have a realistic prospect of achieving net zero carbon for the whole UK building stock by 2050'*. This includes water use performance targets for different types of development (homes, offices and schools).[26]

130. Measures to improve water efficiency include rainwater harvesting (the collection of rainwater directly from the surface it falls on) and grey water recycling (the collection and treatment of used water from baths, showers and bathroom taps). Once collected, treated and stored, this water can be used for non-potable purposes such as toilet flushing, garden watering and clothes washing using a washing machine. Evidence suggests that rainwater harvesting and grey water recycling schemes are more efficient, cost effective and have a lower carbon footprint when they operate at a 'community-scale'.[27]

131. In planning to 2050, it is reasonable to assume that more ambitious water efficiency standards may become achievable as technology, design and construction methods evolve and become more affordable over time.

132. Ambitious policies in the Oxfordshire Plan are consistent with the opportunity that the Oxfordshire Plan represents to secure the transformational change that the Plan is seeking to achieve.

Policy Options

133. One option is to not have a strategic policy on water efficiency in the Oxfordshire Plan and to instead leave it to local plans to set policies in relation to water efficiency. However, responding to county-wide and regional pressures on water resources is a strategic cross-boundary planning matter. It is therefore considered appropriate to include a county-wide strategic water efficiency policy in the Oxfordshire Plan.

134. If it were left to local plans to set policies on water efficiency, there is a risk that different approaches might be taken. This could result in less certainty and clarity for developers and communities. It may also make it more difficult to meet proposed ambitions around the delivery of transformational change, addressing the impacts of climate change and responding to county-wide and regional pressures on water resources.

135. For this policy option there is a preferred policy option and two alternatives that follow the text box.

[26] RIBA (2021) 2030 Climate Challenge (Version 2)
[27] Artesia Consulting on behalf of OFWAT (April 2018) The Long Term Potential for Deep Reductions in Household Water Demand

Preferred Policy Option

136. The preferred approach is for the Oxfordshire Plan to set ambitious minimum water efficiency standards for new development in Oxfordshire. This would help to ensure a consistent approach across the county. It is considered appropriate given increasing pressures on water resources, both within Oxfordshire and across the wider region. Setting ambitious policies in the Oxfordshire Plan is consistent with the opportunity that the Oxfordshire Plan represents to deliver long-term transformational change and to address the impacts of climate change. Local plans could provide further detail as appropriate.

Policy Option 03: Water Efficiency

The Oxfordshire Plan would seek to require the most ambitious minimum water efficiency standards possible for new development.

For residential development, this would include exploring the potential to go beyond the current optional requirement of 110 litres per person per day. (For example, RIBA 2030 Climate Challenge Targets of 75 litres per person per day.)

For non-residential development, this would include exploring the potential to set minimum water efficiency standards for some uses. (For example, RIBA 2030 Climate Challenge Targets or BREEAM standards.)

The Oxfordshire Plan would also require development at strategic growth locations to maximise water efficiency through the delivery of community-scale rainwater harvesting and grey water recycling schemes.

It would be important for the Oxfordshire Plan to provide flexibility to adapt to any new, more ambitious water efficiency standards that may be introduced or become achievable over the plan period.

Alternative Policy Option 03-1

137. Require water neutrality in Oxfordshire. (This is when the total demand for water is the same after new development is built, as it was before. It means that any new demand for water would be offset by making existing homes and buildings in Oxfordshire more water efficient.)

138. This approach could be implemented alongside the preferred option of setting ambitious minimum water efficiency standards. It would represent transformational change and would further help to address the impacts of climate change. However, this is not a preferred option as at it is unclear how this approach could be delivered, funded and monitored.

Alternative Policy Option 03-2

139. Set less ambitious water efficiency standards in the Oxfordshire Plan. For example:

i. align with the current optional requirement of 110 litres per person per day for new homes;
ii. do not set water efficiency standards for non-residential development; and/or
iii. encourage (rather than require) development at strategic growth locations to maximise water efficiency through the delivery of community-scale rainwater harvesting and grey water recycling schemes.

140. This is not a preferred policy option as it would not deliver transformational change. There are opportunities to do more to address the impacts of climate

change and to respond to county-wide and regional pressures on water resources.

Policy Option 04 - Flood Risk

141. Many communities across Oxfordshire have been affected by flooding. Flooding causes both immediate and long-term disruption to people's lives, businesses and wildlife.

142. The risk of flooding is expected to increase in future years, with climate change altering weather patterns and increasing the severity and frequency of extreme weather events. It is important to ensure that the impacts of climate change on flood risk are appropriately managed and mitigated so that Oxfordshire's communities, businesses and natural environment are resilient, with the ability to adapt and thrive in the long-term, to 2050 and beyond.

143. The Oxfordshire Authorities are commissioning a Strategic Flood Risk Assessment (SFRA) to inform the production of the Oxfordshire Plan. The SFRA will provide up-to-date information on flood risk, from all sources, and will be based upon the latest evidence and modelling, including the latest climate change projections. The SFRA will consider the individual and cumulative impacts on flood risk of growth proposed through the Oxfordshire Plan in combination with growth proposed in other plans (including Oxfordshire's adopted local plans and plans for adjoining areas as appropriate). Information in the SFRA will be used to apply a sequential, risk-based approach to the location of development. It will also identify infrastructure and other adaptations necessary to manage flood risk to 2050 and beyond. The SFRA will be published at the next stage of consultation (Regulation 19).

144. In considering flood risk management and adaptation in Oxfordshire, the priority will be to work with natural processes wherever possible, utilising natural flood management methods. This approach can help to deliver wider benefits for people and wildlife by helping to restore habitats, improve water quality and increasing resilience to climate change.

145. As natural flood management works best when a 'catchment-based approach' is taken (where efforts are coordinated to manage the flow of water along the whole length of a river catchment from its source to sea), the Oxfordshire authorities will work with the Environment Agency and other stakeholders to implement this approach.

146. Ambitious policies in the Oxfordshire Plan would enable the local planning authorities to work together to secure a transformational change across the entire Thames catchment.

Policy Options

147. We could leave it to local plans to set policies in relation to flood risk; but increasing resilience to climate change is a strategic cross-boundary planning matter. It is considered appropriate to include a county-wide flood risk management policy in the Oxfordshire Plan. This is not the preferred option as there is a risk that local plans might take different approaches to flood risk. This

could result in less certainty and clarity for developers and communities. It may also make it more difficult to meet proposed ambitions around the delivery of transformational change and increasing resilience to climate change.

Preferred Policy Option

148. The preferred approach is for the Oxfordshire Plan to provide a strategic planning framework for managing flood risk in Oxfordshire. This framework would set out flood risk management and drainage requirements relevant to development across Oxfordshire. It would be consistent with the opportunity that the Oxfordshire Plan represents to deliver long-term transformational change and to address the impacts of climate change, with a specific emphasis on nature-based solutions.

149. There is a significant amount of existing development in the functional floodplain (Flood Zone 3b) in Oxfordshire. The preferred policy approach incorporates recommendations from the Environment Agency to increase the resilience of existing development in Flood Zone 3b. In taking this approach, the impact on design (specifically building heights) needs to be considered. However, given the severity of the risks associated with flood risk, the preferred approach prioritises flood resilience. If this approach is consistently applied, then over time building heights would become more aligned as increasing numbers of homes are rebuilt or raised. Local plans could provide further detail as appropriate.

Policy Option 04: Flood Risk

The Oxfordshire Plan would require the following:

1) Development to take account of both its impact on flood risk and the potential impacts of flood risk on the development and its future occupiers/users.

2) Development to utilise natural flood management and drainage methods, including:
   - the use of appropriate green infrastructure;
   - the use of sustainable drainage systems (SuDS);
   - the use of design measures (such as the use of permeable external surface materials);
   - maximising opportunities to restore natural river flows and floodplains;
   - avoiding building over or culverting watercourses; and
   - removing existing culverts wherever possible.

3) Major development to comply with Oxfordshire County Council's Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire (published November 2018)[28] or any subsequent standards/guidance which might supersede this. Additional SuDS features may be required where there are impact pathways on habitats of national and international importance.

[28] https://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2018/12/LOCAL-STANDARDS-AND-GUIDANCE-FOR-SURFACE-WATER-DRAINAGE-ON-MAJOR-DEVELOPMENT-IN-OXFORDSHIRE.pdf

4) Where existing built development in Flood Zone 3b is proposed to be redeveloped or extended, opportunities would be taken to ensure that the new development is resilient to flooding over its lifetime. Replacement buildings in Flood Zone 3b to have finished floor levels above the 1 in 100 year flood level, plus an allowance for climate change.

5) Flood risk evidence to support local plans to identify areas of the functional floodplain (Flood Zone 3b) where householder development and small non-residential extensions are having a cumulative impact on flood risk. Opportunities to manage development in Flood Zone 3b that would otherwise be permitted under the General Permitted Development Order 2015 (as amended) to be considered.

6) The Oxfordshire authorities to work with the Environment Agency and other stakeholders to support a catchment-based approach to flood risk management across the Thames catchment area. Schemes that utilise natural flood management methods and deliver wider benefits for Oxfordshire's communities, wildlife and businesses would be supported and prioritised.

7) Flood risk management and mitigation measures identified within the SFRA to be incorporated within the policy framework as appropriate.

Alternative Policy Option 04-1

150. Include a strategic flood risk policy in the Oxfordshire Plan but reduce the scope of this policy. For example:

i. Support the use of sustainable drainage systems (SuDS) but do not require compliance with specific local guidance/standards; and/or

ii. Support increasing the resilience of existing development in Flood Zone 3b, but do not set specific requirements.

151. This is not a preferred option as there is a risk that local plans might set different flood risk management and drainage requirements across Oxfordshire. This could result in less certainty and clarity for developers and communities. It may also make it more difficult to meet proposed ambitions around the delivery of transformational change and addressing the impacts of climate change.

Theme Two: Improving Environmental Quality

152. Oxfordshire's natural, historic and built environments are what makes Oxfordshire distinct and special, attracting people to live and stay in Oxfordshire and underpinning the health and wellbeing, quality of life and sense of identity of Oxfordshire's communities.

153. The natural environment is the foundation of Oxfordshire's prosperity and through its varied ecosystems, geodiversity and landscapes provide people with a range of benefits upon which human wellbeing depends. Such benefits include thriving wildlife, food, clean water and air and reduced risks from environmental hazards, such as flooding and drought.

154. Protection and enhancement of all-natural assets is needed to build resilience in nature and within our communities and it therefore needs to be central to plan-making in Oxfordshire.

155. From the county-wide landscape scale to the individual development and community scale, nature is important to the health and resilience of people and wildlife.

Theme Two – Meets the following Objectives of the Oxfordshire Plan

No 1. To demonstrate leadership in addressing the climate emergency by significantly reducing greenhouse gas emissions.

No 2. To conserve and enhance Oxfordshire's historic, built and natural environments, recognising the benefits these assets contribute to quality of life, local identity and economic success.

No 3. To protect and enhance Oxfordshire's distinctive landscape character, recreational and biodiversity value by identifying strategic green and blue infrastructure, improving connectivity between environmental assets and securing a net gain for biodiversity.

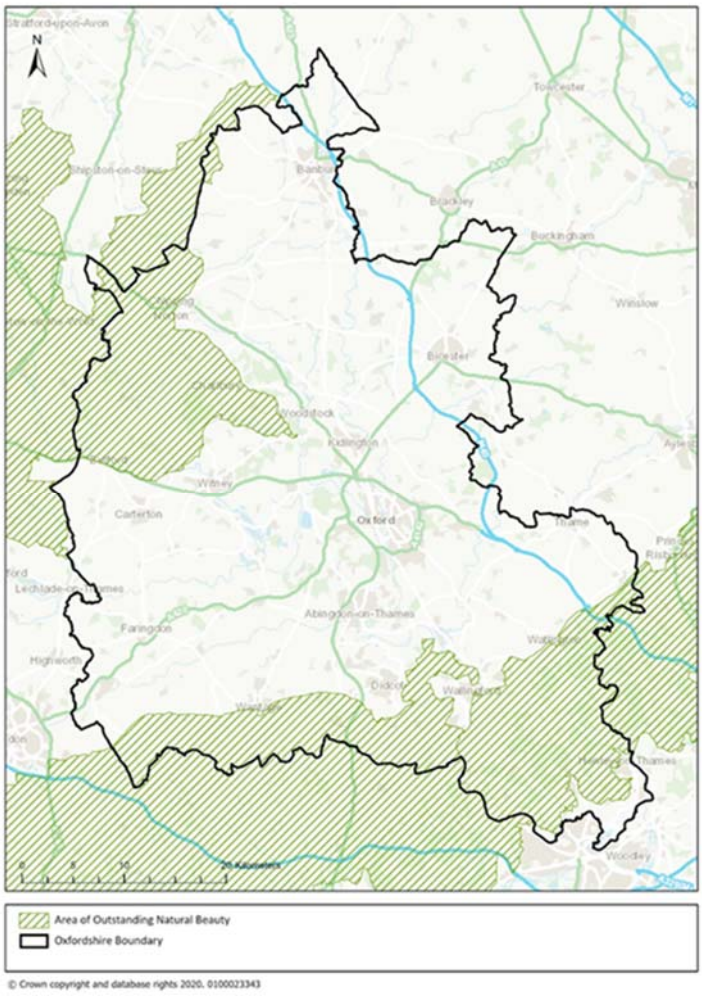
Policy Option 05: Protection and Enhancement of Landscape Characters

156. Oxfordshire's landscapes are particularly important in defining the character of the county and what makes it distinctive.

157. The protected landscapes of the Chilterns, Cotswolds and North Wessex Downs Areas of Outstanding Natural Beauty cover over a quarter of the land area of the county. These distinctive and varied landscapes, defined by their underlying geology, land use practices and the many water courses that cross them are highly valued and protected for their natural beauty, distinctiveness and tranquillity.

158. Great weight has been given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty and their settings in Oxfordshire and this has shaped the pattern of development in the county over time.

159. The conservation and enhancement of wildlife and cultural heritage are important considerations in these areas, and the Oxfordshire Plan will continue to support this, as AONBs continue to have the highest level of protection in relation to their landscape and scenic beauty.



Areas of Outstanding Natural Beauty

160. Oxfordshire has many attractive landscapes and townscapes of distinct character, which are valued by residents and visitors alike. The National Landscape Character map of England shows Oxfordshire to be covered by eight different National Character Areas, which are defined by a unique combination of landscape, biodiversity, geodiversity, history and cultural and economic activity.

161. At a county level, these areas are reflected in the Oxfordshire Wildlife and Landscape Study (OWLS) as regional character areas. In addition, OWLS define a number of landscape types which are recognisable by common characteristics defined by geology, topography, landcover and settlement pattern.

Preferred Policy Option

162. Landscape protection and enhancement is an important factor in plan-making and as such, is a key objective of the Oxfordshire Plan. The significance of any impacts on landscape are dependent on the sensitivity of landscape and the nature of any changes proposed. An understanding of such sensitivities will be central in guiding the Oxfordshire Plan spatial strategy.

163. The preferred policy option is to establish a positive strategy for the protection and enhancement of landscape and townscape features in Oxfordshire, due to the significance and importance of these features on the identity, sense of place, health and wellbeing and prosperity of Oxfordshire's communities.

164. It is necessary for the Oxfordshire Plan to have regard to the landscape and townscape character of the county in terms of shaping policies, defining the spatial strategy and determining the spatial distribution of growth. Further detailed evidence on landscape sensitivity and impacts will be required as the Oxfordshire Plan evolves, but it is important to recognise the importance landscape and townscape character will have on determining the overarching spatial strategy for the Oxfordshire Plan.

Policy Option 05: Protection and Enhancement of Landscape Characters

The Oxfordshire Plan would establish a positive strategy for the conservation and enhancement of landscape and townscape features at a county-wide landscape scale, taking account of topography, vegetation, tranquillity, dark skies, settlement pattern and landscape protection status.

Landscape character and visual impact assessments would be required to support major new developments and urban extensions as well as the preparation of the Oxfordshire Plan itself and subsequent plans and strategies guiding development in Oxfordshire.

Regard should be had to the Oxfordshire Wildlife and Landscape Study and relevant landscape character studies relating to parts of Oxfordshire.

Policy Option 06: Protection and Enhancement of Historic Environment

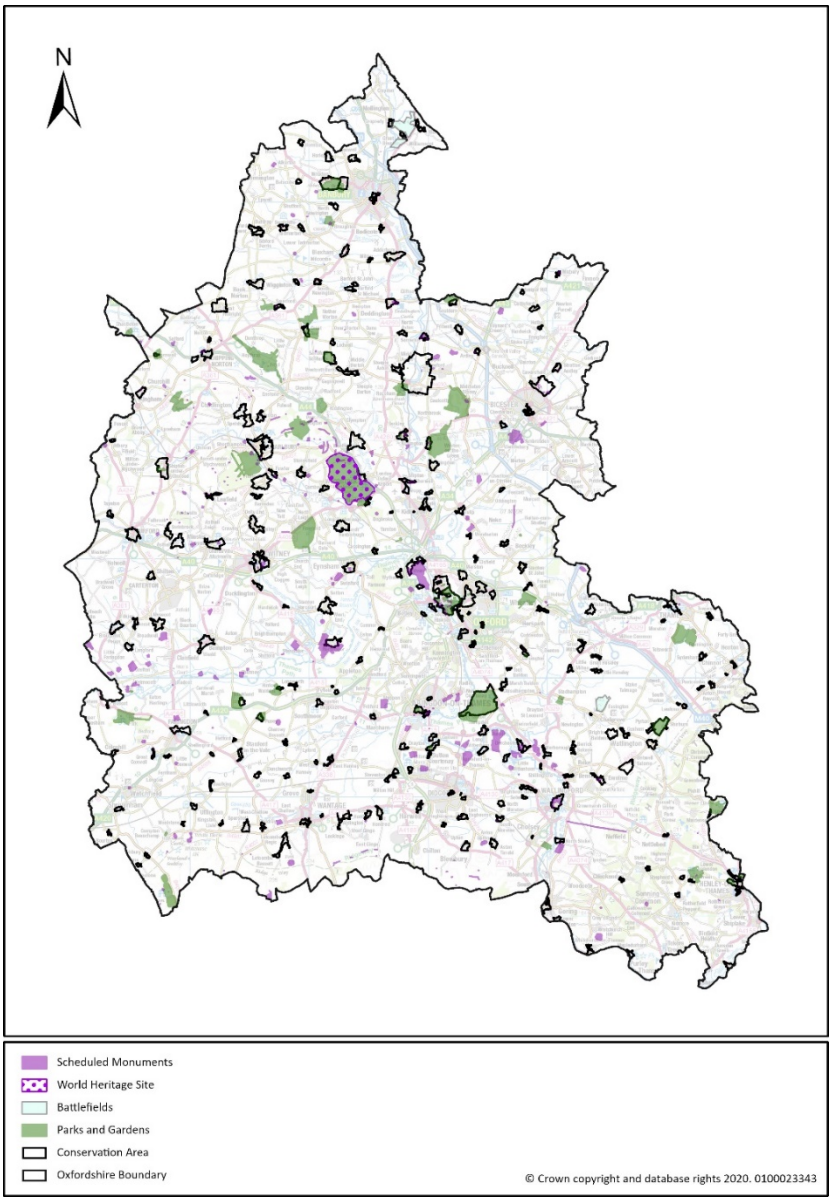
165. Oxfordshire has a rich and varied cultural heritage that defines the distinctive character of the county with a wealth of heritage sites, from the prehistoric, the Roman occupation and the Saxon, Norman, Medieval, post-medieval and Victorian periods.

166. There are numerous fine examples of heritage assets throughout the Oxfordshire landscape include the Neolithic long barrow at Wayland Smithy, the Iron Age hillforts such as Uffington Castle and Sinodin Hill, Roman temples at Frilford, Wiggington and the Lowbury Hill and the chalk figure of the Uffington White Horse, one of the most iconic examples of Iron Age art in the world.

167. In addition, the county contains the internationally renowned medieval collages and buildings of Oxford, one of the region's most important tourist destinations. Other significant heritage assets include Blenheim Palace World Heritage Site, Rousham Park and former RAF Upper Heyford. These heritage assets, as well as locally listed buildings, form a valued and important resource that underpins Oxfordshire's distinctiveness and sense of place.

168. It is vital that the Oxfordshire Plan recognises the importance of the county's cultural heritage, not just in defining the sense of place and identity, but for the value that it brings to the local economy, supporting the enterprise base and attracting significant tourist spending through the visitor economy.

169. These archaeological and historic heritage assets are a finite resource that are highly valued by the local community as well as both nationally and internationally. They form an important backdrop to the characteristic sense of place of Oxfordshire that makes it such a vibrant and attractive place to live and work. The historic environment also plays an important role in community identity. These irreplaceable historic assets are easily disturbed and destroyed by unsympathetic development unless carefully managed.



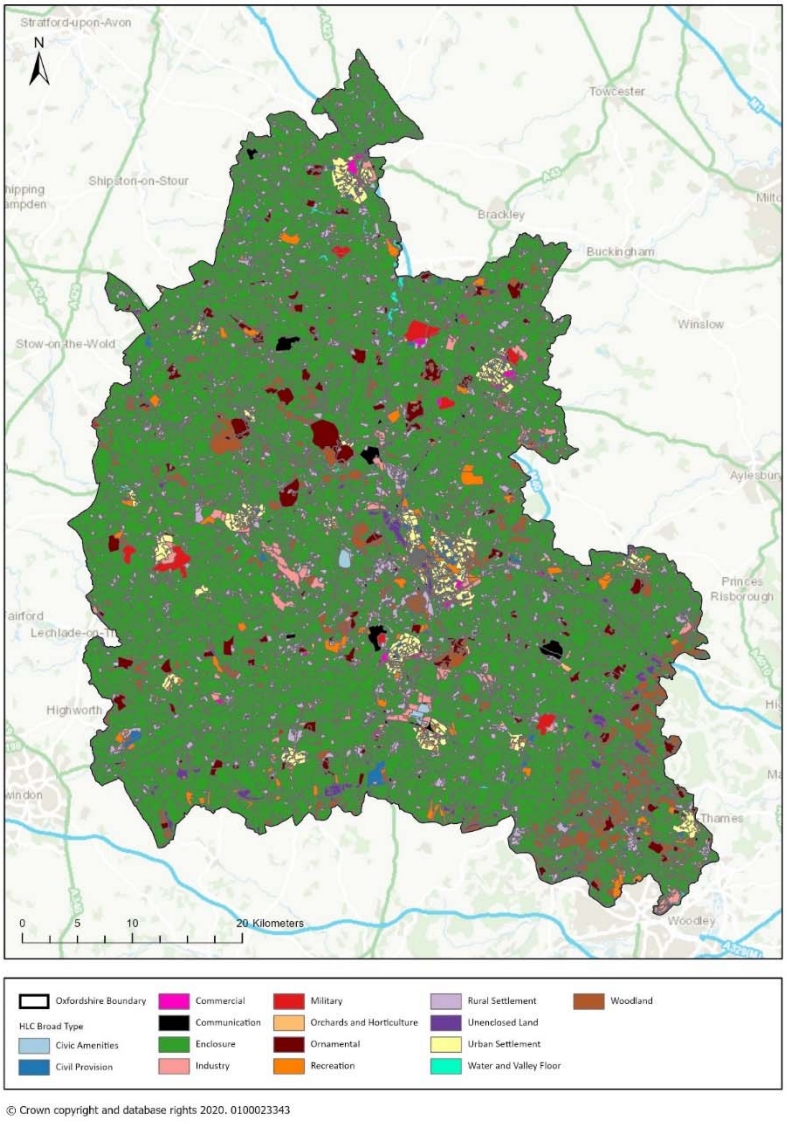
Oxfordshire Heritage Assets

170. Approaches to the conservation and enhancement of the historic environment and heritage assets are well established in national and local policy through local plans. The Oxfordshire Plan has the potential to add value by setting a positive strategy for the conservation and enhancement of the historic environment at a landscape scale.

171. Historic Landscape Characterisation identifies specific characteristics of an area or to better understand what makes a place special or distinct and helps to build an understanding of sensitivity, vulnerability and capacity for change. Historic landscape characterisation mapping has been undertaken for the whole of Oxfordshire in order to identify broad historic landscape types across the county.

172. This assessment gives a broad understanding of the county's historic character and indicates patterns of historic and current land use. As the assessment covers the whole of the Oxfordshire landscape, it also gives an understanding of archaeological potential within different parts of the county as well as the potential to support biodiversity, so there are synergies with other parts of the Plan relating to climate change and the natural environment.

173. An understanding of the historic importance of landscapes can help shape the Oxfordshire Plan spatial strategy to ensure that they are protected and enhanced for the value that they bring in terms of recreation, education, sense of place and historic character.



© Crown copyright and database rights 2020. 0100023343

Historic Landscape Characterisation Broad Types

Preferred Policy Option

174. The preferred policy option is to establish a positive strategy for the conservation and enhancement of Oxfordshire's historic environment, due to the significance and importance of Oxfordshire's historic environment on the identity, sense of place, health and wellbeing and prosperity of Oxfordshire's communities.

175. The Oxfordshire Plan should have regard to the location, scale and importance of Oxfordshire's heritage assets in terms of shaping policies, defining the spatial strategy and determining the spatial distribution of growth. Further detailed evidence on heritage impact will be required as the Oxfordshire Plan evolves.

Policy Option 06: Protection and Enhancement of Historic Environment

The Oxfordshire Plan would establish a positive strategy for the conservation and enjoyment of Oxfordshire's historic environment at the strategic scale, taking account of the county's historic environment and heritage assets including historic landscapes, archaeology, Scheduled Monuments, World Heritage Site, Historic Parks and Gardens, Conservation Areas and Listed Buildings and their settings.

Development proposals would be required to assess the impact on the historic environment and heritage assets including both known and potential heritage assets including assessing the likelihood of currently unidentified assets being identified.

Regard would be had to the county's Historic Environment Record and local assessments relating to heritage assets including important views, conservation areas and locally listed buildings.

Detailed historic characterisation work would be required to assess the impact of major development, including new settlements, urban extensions or rural development including proposals for the Oxfordshire Plan and spatial strategy on the significance of heritage assets.

Development should conserve and enhance the historic environment and the setting of heritage assets.

Policy Option 07 - Nature Recovery

176. It is recognised that nature is declining around the world at unprecedented rates and that there has been continued decline of biodiversity nationally and locally over the past decade. Although there have been some conservation successes in Oxfordshire, nature is still in decline.

177. A key finding of the 2017 'State of Nature in Oxfordshire' report[29] was that there is continued fragmentation and loss of connectivity across the county's landscapes, affecting the future viability of habitats and species. Long-term decline in woodland and farmland biodiversity in particular has continued, threatening a number of associated species with extinction.

178. Agricultural changes are one of the main contributing factors to habitat degradation and fragmentation with losses of semi-natural grasslands and floodplain meadows resulting from more intensive agricultural methods.

[29] State of Nature in Oxfordshire 2017, Wild Oxfordshire

179. Climate change is also a significant contributory factor with changes in temperature and rainfall resulting in negative impacts on species composition and the integrity of habitats. Pollution and growing urbanisation and invasive species are also known to contribute to species decline.

180. Despite widespread degradation and loss of habitats, Oxfordshire retains some of the finest and rarest habitats anywhere in the country such as the wet grasslands of Otmoor. It is important that the Oxfordshire Plan aims to protect all that is good and valuable while aiming to repair and recover that which has been lost through harmful land use practices in recent years.

181. Key actions identified for Oxfordshire in the State of Nature Report included the need to create larger and more connected areas of high-quality habitat and to assist landowners and farmers in identifying financially viable ways of managing land in a more nature friendly way. Better planning for green and blue infrastructure is regarded as being beneficial for both people and nature.

182. The Oxfordshire Plan has an opportunity to take a proactive approach to mitigating and adapting to climate change, taking account of flood risk, water supply, biodiversity and landscapes, and the risk of overheating and drought from rising temperatures.

183. It is proposed that the Oxfordshire Plan takes a holistic approach to nature recovery and environmental enhancement, enabled by the Plan's county-wide coverage. This allows the plan to look at threats and opportunities for the natural environment at the landscape scale which isn't necessarily possible for district-level local plans.

184. The Oxfordshire Plan aims to protect and enhance the natural environment of Oxfordshire, including its natural capital assets, landscapes and wildlife. A key focus of this approach is on minimising impacts on and delivering net gains for biodiversity.

185. Supporting the health and resilience of habitats and species and supporting biodiversity is fundamental to the delivery of ecosystems services for the multiple benefits that they bring to the health and wellbeing of the planet and the human populations that comprise Oxfordshire's communities.

186. There is a wide distribution of wildlife rich, protected sites across Oxfordshire. Such sites benefit from protected status, meaning that national policy and adopted local plan policy steers harmful uses away from such sites and aims to deliver enhancements where possible.

187. This well-established approach may have been successful in protecting individual sites but less successful in arresting the fragmentation of habitats and building resilience amongst species to a changing climate. Wildlife within protected habitats cannot survive indefinitely in isolation but need to be part of a wider network of habitats connected at the landscape scale.

188. Conservation Target Areas (CTAs) were introduced to Oxfordshire in 2006 to identify areas where targeted conservation action could deliver the greatest benefits. There are currently 37 CTAs in Oxfordshire, covering over 20% of the

county providing a focus for co-ordinated delivery of agri-environment schemes and biodiversity enhancements delivered through the planning system.

189. The Oxfordshire Plan presents an opportunity to build on the CTA approach, to map and plan for ecological connectivity and enhancement at a landscape scale and to link key wildlife sites to achieve measurable gains in biodiversity.

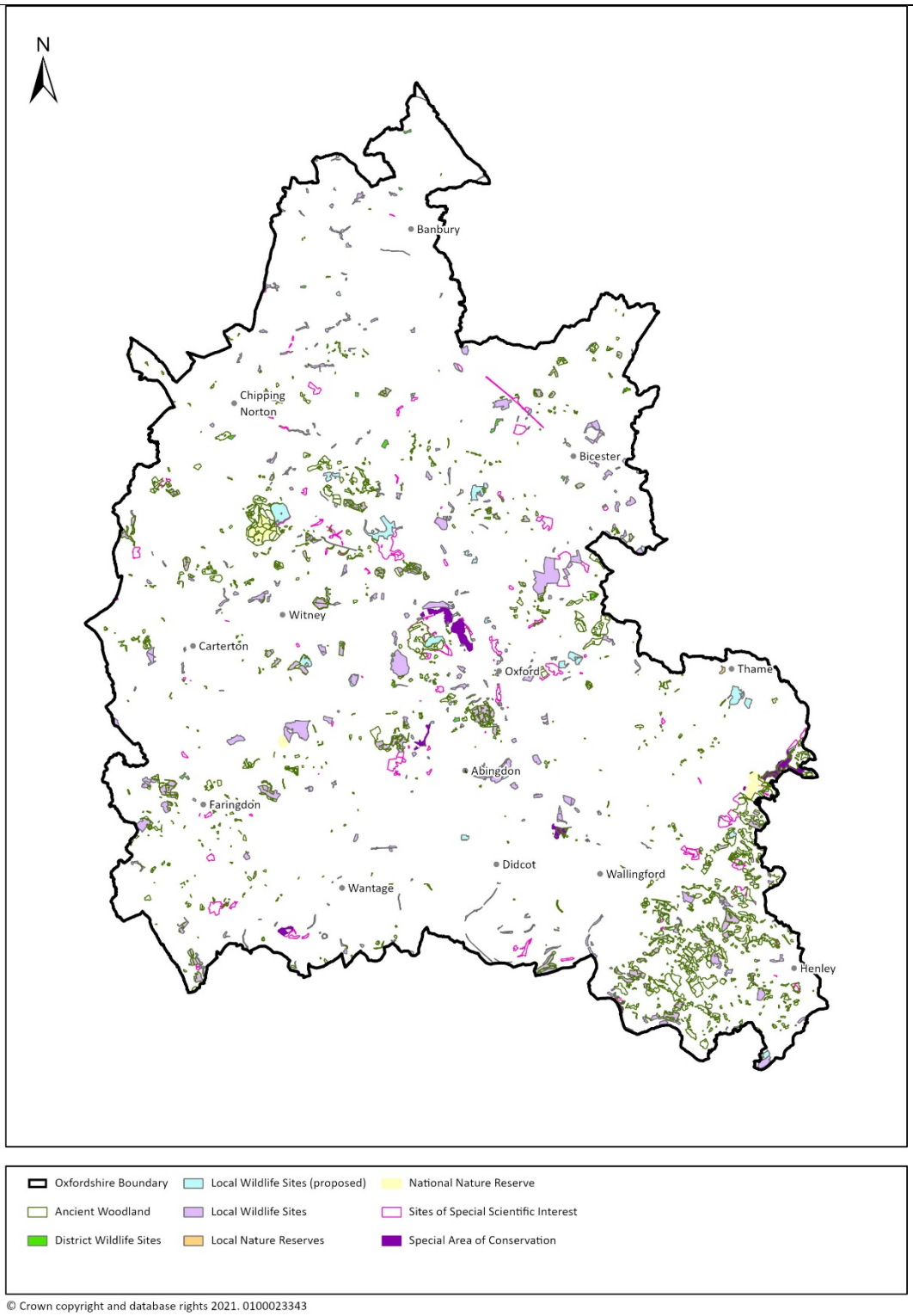
190. The establishment of a Nature Recovery Network (NRN) for Oxfordshire is considered to be an important step in defining the key spatial elements required to deliver more coherent and robust ecological networks for the county and to ensure that future development avoids harmful impacts on nature and makes a meaningful contribution to nature's recovery.

191. For nature to recover it is important to look beyond currently protected sites and take action to extend and link existing sites, both to support wildlife and to recover the range of economic and social benefits that nature provides.

192. Looking at ecological networks at the landscape scale, provides an opportunity to consider where existing habitats can be improved and increased in size, to improve connectivity between patches of habitat and to restore natural processes.

193. The primary role of a Nature Recovery Network for Oxfordshire would be to support abundant wildlife but should also enhance natural beauty, conserve geodiversity and provide opportunities and benefits for people including flood alleviation, recreation and climate change resilience and adaptation.

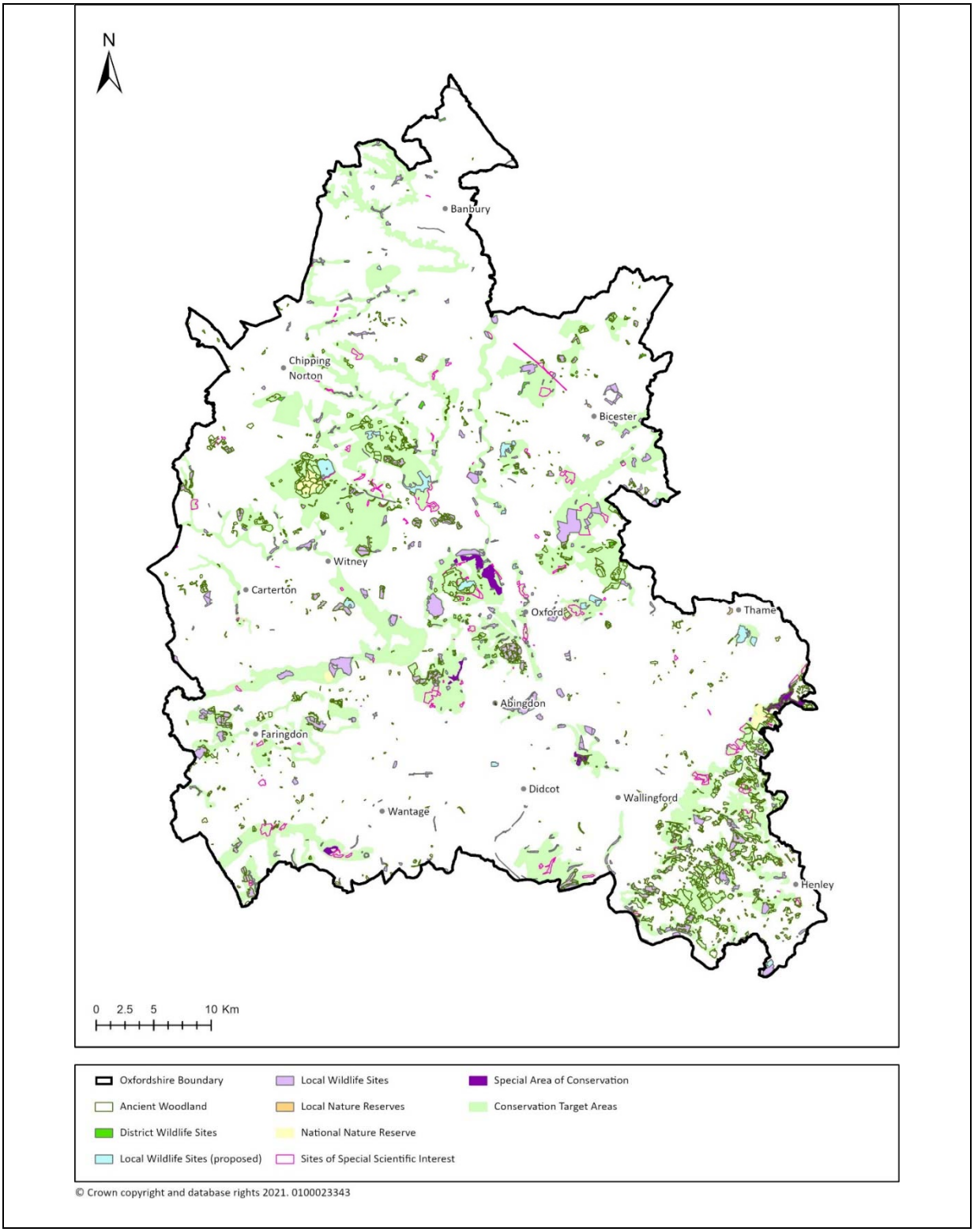
194. The map below shows the distribution of many of the protected wildlife sites across Oxfordshire. Although these sites benefit from protected status and many sit in a rural setting surrounded by countryside, they are not necessarily resilient to change and are in many cases disjointed from other similar habitat types as a result of intervening land uses. Species living within such sites may be threatened by not being able to migrate under changing environmental conditions. It should be noted that the map is not exhaustive and does not include all protected sites and habitats in Oxfordshire, such as all local designations.



© Crown copyright and database rights 2021. 0100023343

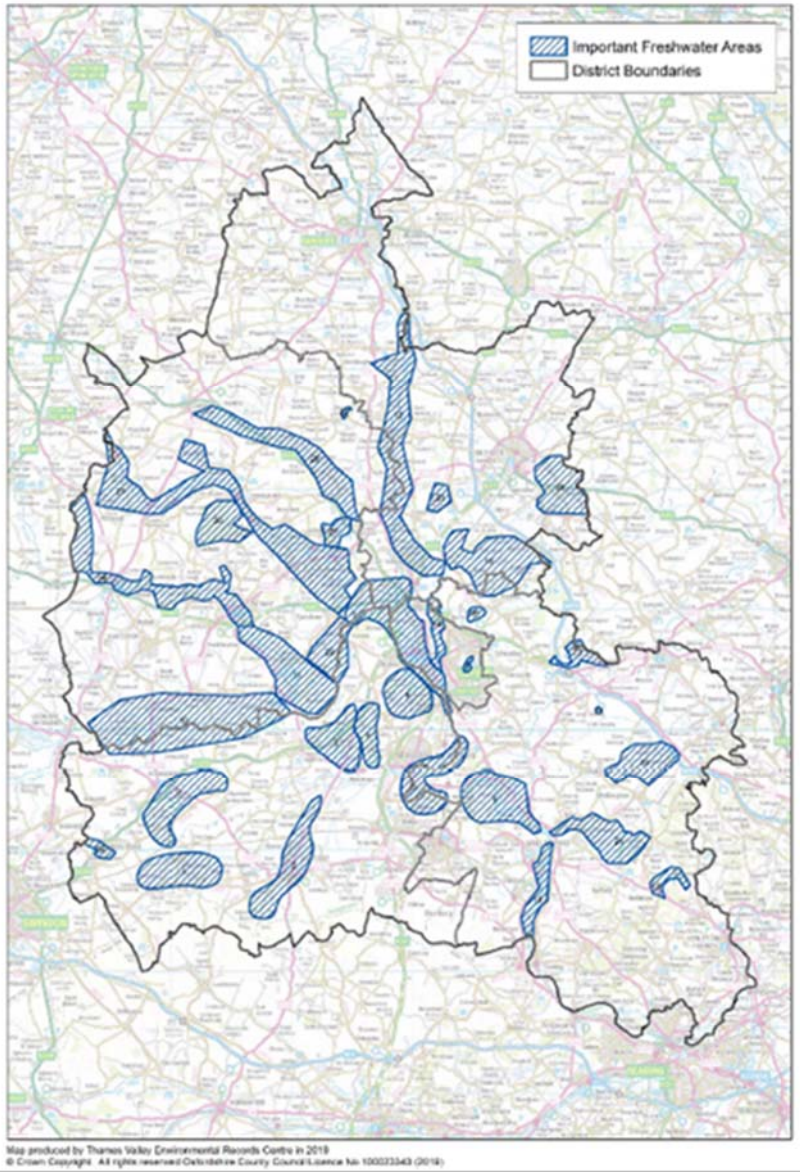
195. The following map illustrates how protected sites for wildlife are set within the existing network of Conservation Target Areas in Oxfordshire.

196. Conservation Target Areas were first established in Oxfordshire in 2006 and since then have been recognised in local plans as a focal point for conservation work and deliver biodiversity net gains in a more co-ordinated manner. Local plans in Oxfordshire ensure that the aims of CTAs are considered as part of the plan-making and decision-taking process for changing land uses in Oxfordshire.



197. Establishing a Nature Recovery Network for Oxfordshire could build on the foundation of the CTAs and expand to include important freshwater areas, to ensure that the network includes both aquatic and terrestrial habitats.

198. Important freshwater areas[30] are those areas that are most important for freshwater wildlife. In order to identify coherent ecological networks to be protected through plans and strategies, it is necessary to understand the extent and geographical distribution of such areas. Important freshwater areas are illustrated on the map below.



199. There is significant overlap between the CTAs and Important Freshwater Areas, emphasising that aquatic and terrestrial habitats should be considered in tandem in identifying ecological networks and making space for nature. For freshwater networks, there are a number of terrestrial habitats that are important to the health of freshwater areas, such as woodlands in the upper catchments of river systems, which regulate both the flow and quality of water entering rivers systems.

200. There are several catchment management plans already in place in Oxfordshire which guide conservation and flood management and improved

[30] https://freshwaterhabitats.org.uk/research/important-freshwater-areas/

water quality along water courses in the county. Such management plans consider the interaction between land uses in river catchments with a focus on how nature-based solutions can deliver benefits to both people and nature. Examples of such work include natural flood risk management schemes which aim to reconnect rivers with their floodplains, remove blockages to wildlife and delay the responsiveness of river channels to rainfall and to slow and store surface water runoff.

201. Combining both Conservation Target Areas and Important Freshwater Areas provides a strong spatial overview of where conservation efforts could be targeted in Oxfordshire to deliver multiple benefits, reducing fragmentation of sites and waterbodies and helping to build climate change resilience in the natural environment.

202. Building a greater understanding of how these valuable areas for biodiversity can be better connected, will assist in the formation of a coherent ecological network for Oxfordshire, setting the framework for future planning for development and conservation and enhancement of the natural environment.

203. Analysis has been undertaken in Oxfordshire to identify the most important areas for biodiversity and the areas that are most important for connecting these together[31]. The analysis has enabled the identification of a draft Nature Recovery Network for Oxfordshire. A draft NRN has been refined through a process of engagement and consultation to define three distinct zones in Oxfordshire with 'soft boundaries' that can be subject to further refinement through the process of creating a future nature recovery strategy.

204. The draft NRN for Oxfordshire comprises the following components and the map which follows indicates the extent of the areas.

Core Zone:

The Core zone of the NRN contains the most important sites for biodiversity in the county. The identification of the core zone of the NRN does not diminish the protection afforded to such sites through existing national and local policy, which will continue to benefit from a high level of protection.

Special Protection Areas	Cherwell District Wildlife Sites
Special Areas for Conservation,	Oxford City Wildlife Sites
Sites of Special Scientific Interest	BBOWT reserves
Ramsar sites	Woodland Trust woodlands
Local Nature Reserves	Other sites of local importance for
Local Wildlife Sites (including	nature conservation
proposed)	All priority habitats

The core of the NRN is the main priority for nature conservation. Actions within the core zone should focus on the protection and management of important sites to support the greatest amount of biodiversity.

Recovery Zone:

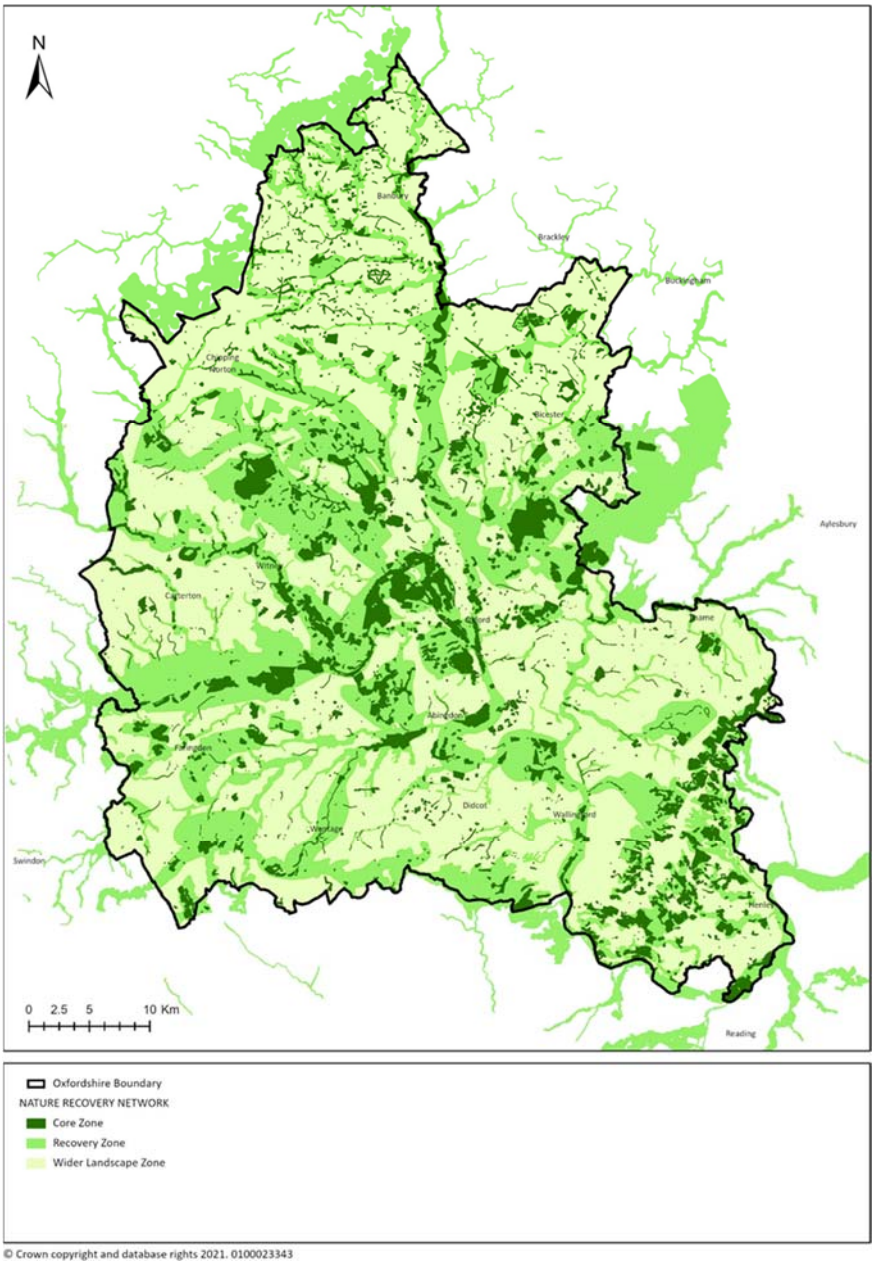
[31] Link to TVERC technical report.

The recovery zone consists of Conservation Target Areas, Important Freshwater Areas and a freshwater network, with additional areas of land added to provide better connectivity.

The recovery zone is where new habitat creation and habitat restoration should be focussed. Habitat creation and restoration in this zone will better link parts of the core network, either by buffering and connecting core sites or by providing corridors or stepping-stones between core sites.

Wider Landscape Zone:

The wider countryside is still important for nature's recovery. The focus within the wider landscape zone should be on strengthening landscape character and making room for nature, including hedgerow restoration and creation, managing farmland with nature in mind or improving access to the countryside.



Policy Options

Preferred Policy Option

205. The preferred option is to identify those parts of the county that are important for establishing a well-connected ecological network and to use this mapped resource to shape the policies, define the spatial strategy and determine the spatial distribution of development in the Oxfordshire Plan. Utilising the draft Nature Recovery Network to shape the Oxfordshire Plan will ensure that future development and ecological enhancements are directed to locations where they can minimise harm and secure the greatest benefits in supporting nature's recovery and building resilience in communities and ecosystems to climate change.

Policy Option 07: Nature Recovery

The Oxfordshire Plan would utilise the draft Nature Recovery Network for Oxfordshire to guide the spatial distribution of sustainable development and the spatial strategy for the Oxfordshire Plan, as part of a commitment to strengthening ecological networks, delivering biodiversity net gains and building resilience to climate change in Oxfordshire, recognising the importance of the county's habitats, natural resources and landscapes in supporting biodiversity, connecting habitats and aiding nature's recovery.

The Nature Recovery Network would build on the established CTAs for Oxfordshire and would not diminish any of the protections afforded to protected sites, habitats or species but will seek to better connect them.

The proposed draft Nature Recovery Network would be comprised of three zones:

- *Core Zone* - the most important sites for biodiversity in Oxfordshire - including all nationally and locally designated sites, nature reserves, priority habitats and ancient woodland.
- *Recovery Zone* - comprising the Conservation Target Areas, Important Freshwater Areas and additional areas added to provide better habitat connectivity.
- *Wider Landscape Zone* - covering the rest of the county, recognising the important contribution that agricultural and urban landscapes beyond the Recovery zone can make to nature's recovery.

The draft Nature Recovery Network would provide a framework for future plan-making (Including the Oxfordshire Plan) and decision-taking, ensuring that future developments do not undermine efforts to connect habitats and to make landscapes more permeable to biodiversity.

The Nature Recovery Network provides a spatial illustration of a connected ecological network for Oxfordshire and sets the context for a future Nature Recovery Strategy in accordance with the 25 Year Environment Plan. The Oxfordshire Plan would support the establishment of a Nature Recovery Strategy for Oxfordshire.

The Nature Recovery Network would provide a focus for biodiversity net gains and wider environmental net gains as part of a co-ordinated approach to environmental protection and enhancement for Oxfordshire.

Alternative Policy Option 07-1

206. One discounted policy option has been to not progress the development of the Nature Recovery Network map in the Oxfordshire Plan and to leave it to the subsequent Nature Recovery Strategy for Oxfordshire to define. This would defer to the established approach of site, species and habitat protection, Conservation Target Areas and application of mitigation hierarchy for biodiversity to be applied through local plans.

207. This option is not preferred as the Oxfordshire Plan provides an opportunity to plan more holistically for ecological connectivity at the landscape scale. Not utilising the draft Nature Recovery Network to shape the Oxfordshire Plan spatial strategy might undermine future efforts to establish ecological networks and to plan for nature recovery through a future Nature Recovery Strategy.

Policy Option 08 - Biodiversity Gain

208. Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better state than before.

209. Oxfordshire has a diverse and distinctive landscape which supports a variety of habitats. The Oxfordshire State of Nature report (2017)[32] found that there continues to be long-term declines in farmland and woodland biodiversity and that there is continued fragmentation and loss of connectivity across the county's landscape, affecting the future viability of habitats and species.

210. Such issues of fragmentation and ecological connectivity can be addressed to a significant extent through the establishment of a Nature Recovery Network.

211. In order to account for past losses and degradation of the natural environment however, achieving significant biodiversity net gains through planning are likely to be desirable.

212. Preparation of the Oxfordshire Plan provides an opportunity to set high level ambitions for biodiversity and wider environmental net gains in the county and to set a consistent approach and framework for plan-making and decision taking across the county.

213. Approaches to biodiversity net gain have already been developed in parts of Oxfordshire with local plans setting requirements and targets for biodiversity net gain through new development as well as varying targets set at individual site level for planned garden communities. The use of biodiversity metrics is recognised as an important mechanism through which the biodiversity value of land pre- and post-development is measured.

214. The Oxfordshire Plan has the potential to add value and perform a key role in achieving biodiversity net gain through new developments through to 2050, which is key to reducing harmful impacts on wildlife, supporting recovery of nature, reversing long-term declines in biodiversity and addressing climate change.

215. The Oxfordshire Plan aims to protect and enhance Oxfordshire's distinct landscape character, recreational and biodiversity value. Achieving net gain for biodiversity is one way the Oxfordshire Plan 2050 can help to achieve this. This Plan will provide an opportunity to be ambitious and align the views of key stakeholders across the county, providing a county-wide framework for all the local authorities to work within. National policy is clear that the natural and local

[32] State of Nature | Wild Oxfordshire

environment should be enhanced through minimising impacts on and providing net gains for biodiversity.

216. Nationally, biodiversity net gain is proposed to be set at 10% for all new development[33]. Planning to 2050 provides an opportunity to set clear ambitions for environmental improvement and it is not considered unreasonable to have targets in the Oxfordshire Plan which go beyond existing and proposed national and local targets.

217. A key challenge in securing biodiversity net gains through development will be the effect on viability but this is a challenge that must be addressed if the Oxfordshire Plan is to meet objectives for net zero carbon and to mitigate the impacts of climate change.

218. A Natural England biodiversity net gain study[34] showed there is little or no effect on the viability of housing developments with up to 20% biodiversity net gain, and that there is a strong case for more.

219. The preference should be for biodiversity net gains to be delivered on site, following the mitigation hierarchy and, where this is not possible, it should be delivered as close to the loss as possible. The Nature Recovery Network would provide a focus for off-site biodiversity net gains, with the Core Zone and Recovery Zone providing opportunities to deliver the greatest benefits for biodiversity and ecological connectivity.

The mitigation hierarchy

Avoid harm,
Minimise impacts,
Rehabilitation / restoration,
Compensation (on-site),
Offset (off-site).

220. Securing biodiversity net gains will have knock-on positive effects, delivering direct and indirect benefits to environmental enhancement, nature resilience and the provision of ecosystem services to support health and wellbeing of communities.

Policy Options

221. The protection and enhancement of Oxfordshire's wildlife, habitats and ecological networks is central to the Oxfordshire Plan.

222. All development proposals in Oxfordshire should have regard to impacts on priority habitats, designated sites, Conservation Target Areas and the Nature Recovery Network for Oxfordshire.

Preferred Policy Option

[33] Environment Bill 2020 Environment Bill - Parliamentary Bills - UK Parliament
[34] Biodiversity Net Gain Study (Vivid Economics, June 2018)

223. The preferred option is to set an ambitious target for biodiversity net gain as a standalone policy as one of the primary mechanisms through which nature's recovery can be delivered through the Oxfordshire Plan. Setting an ambitious target above national requirements emphasises the importance of supporting nature's recovery and improving environmental quality through the Oxfordshire Plan.

224. It is recognised that there could be viability implications for achieving higher biodiversity net gain targets in parts of Oxfordshire, but it is also noted that higher targets are being sought within individual developments and strategic developments in other parts of the county.

Policy Option 08: Biodiversity Gain

The Oxfordshire Plan proposes to set minimum target for biodiversity net gain across Oxfordshire to protect, enhance, restore, increase and connect the natural environment and secure measurable net gains in biodiversity.

20% biodiversity net gain - Standard benchmark for the whole of the county.

Biodiversity net gain will be measured using the DEFRA Biodiversity Metric.

The delivery of biodiversity net gain should follow the mitigation hierarchy with a preference to deliver gains on site. Where on site delivery is not possible, gains should be delivered within the administrative boundary of the Local Authority and wherever possible within a Conservation Target Area.

Alternative Policy Option 08-1

225. Establish differential biodiversity net gain targets for different parts of the county with higher targets (e.g. 25%) in opportunity areas for environmental enhancement including Green Belt, AONBs, Conservation Target Area, as well as Broad Areas for Growth identified in the Oxfordshire Plan and a lower target (10% national minimum) for the rest of the county.

226. This alternative policy option may assist in drawing out the challenge of viability that is anticipated in different parts of the county, whilst prioritising areas where biodiversity net gain from development is particularly sensitive and necessary.

Alternative Policy Option 08-2

227. Leave to national standards and do not set minimum biodiversity net gain targets in the Oxfordshire Plan 2050.

228. This is not the preferred policy option as reliance on the UK-wide 10% net gain would fall short of Oxfordshire's efforts to support nature's recovery and account for past losses to biodiversity.

Policy Option 09 - Natural Capital and Ecosystem Services

229. Earlier policy options considered the merits of establishing a Nature Recovery Network (NRN) for Oxfordshire and for setting relatively high targets for biodiversity net gain, in order to increase space for nature and to increase the resilience of the natural environment to climate change and other pressures.

230. The emphasis of the NRN and biodiversity net gain are very much on building resilience in nature and supporting wildlife conservation, but investment in the natural environment to deliver wider environmental net gains can deliver economic and social benefits too.

231. Maintaining stocks of natural capital in good condition both in terms of quality and quantity will ensure a sustainable flow of ecosystems services underpinning human health and wellbeing.

232. A focus on natural capital and the ecosystem services that habitats provide gives a more holistic way of considering our relationship with the natural environment and how the protection and enhancement can deliver multiple economic, social and environmental benefits.

233. Natural Capital is the elements of nature that directly or indirectly produce value to people, including ecosystems, species, freshwater, land minerals and air, as well as natural processes and functions.

234. The core elements of natural capital that are important in terms of the ecosystems services they provide are biodiversity (plants and animals), geodiversity (soil, rock), water and the air we breathe.

235. These stocks of natural capital provide a wide range of ecosystem services which can broadly be grouped into three categories:

Types of ecosystems services		
Provisioning Services	Cultural Services	Regulating Services
Food crops Livestock Wood Fish Fresh water supply	Recreation Aesthetic value Education and knowledge Interaction with nature Sense of place	Flood control Erosion control Water quality Carbon storage Air quality Cooling and shading Noise regulation Pollination Pest control

236. The protection and enhancement of biodiversity and geodiversity is fundamental to protecting stocks of natural capital and the flows of ecosystem services that underpin human health and wellbeing.

237. The approach to biodiversity protection and enhancement outlined in previous sections through the Nature Recovery Network and targets for biodiversity net gain will ensure that enhancements are delivered closest to where impacts arise or where they can deliver the most positive impacts.

238. Detailed work has been undertaken in Oxfordshire to provide a baseline understanding of the supply of natural capital across the county and the ability of habitats to provide ecosystem services. The baseline assessment covers 18 types of ecosystem services illustrated in the table above.

239. A robust methodology for natural capital assessment has been developed by Oxford University[35] which has been influential in steering assessments and approaches in neighbouring counties and throughout the Oxford-Cambridge Arc[36].

240. The Oxfordshire Natural Capital mapping project provides a spatial overview of parts of the county that perform well in terms of the provision of ecosystem services. A summary of some of the key ecosystem services is illustrated in the map which follows.

241. Darker green colours on the map indicate habitats that perform well in in terms of regulating and cultural services (as listed in the table above) and lighter green areas are those that perform less well. Many of the dark green areas represent areas of woodland such as the Chilterns in South Oxfordshire and the Wychwood Forest in West Oxfordshire. Areas of woodland score particularly well in terms of regulating services such as carbon sequestration, flood risk mitigation, shading and cooling and are valuable in terms of cultural services such as creating a sense of place and for recreation. It is important to note that the mapping makes no assessment of the quality of natural capital assets which may vary across the county.

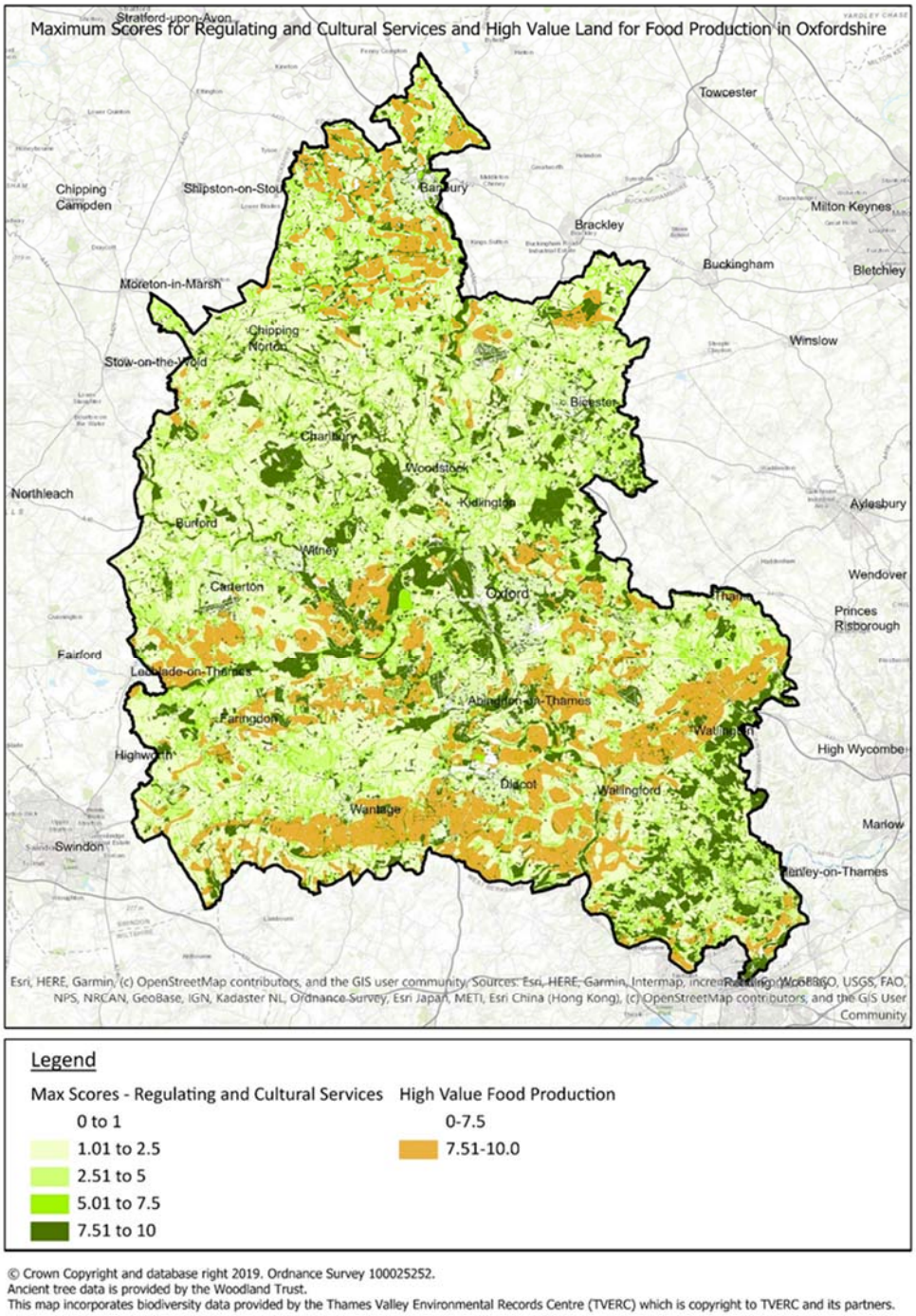
242. Darker green areas are areas that should be protected and enhanced in order to preserve the beneficial ecosystem services they provide.

243. Lighter green areas on the summary map represent habitats that potentially perform less well in terms of the ecosystem services that they provide, although this doesn't distinguish between those habitats that provide multiple services and those that only provide one service. These areas may present opportunity areas to deliver environmental net gains, particularly where they relate to existing and future development, where demand for certain ecosystem services may be greatest. It is important to note that almost all of the land in Oxfordshire provide ecosystem benefits to people in one form or another.

244. As a predominantly rural county, dominated by agricultural land, most of the land coverage in Oxfordshire scores well in terms of provisioning services such as food production and water supply. In order to differentiate between the best areas for food production and those that are potentially less productive, the orange colours on the summary map indicate areas of best and most versatile agricultural land. This is land which is most flexible, productive and efficient and can best deliver future crops for both food and non-food.

245. An understanding of the supply of natural capital and ecosystem services for Oxfordshire is regarded as important, not only in terms of protecting what we have, but also in terms of increasing the supply, particularly where demand for services arises such as in new development locations.

[35] Provide link to natural capital report with methodology
[36] https://www.oxcamlncp.org/our-project



246. This understanding of the supply of natural capital assets and ecosystem services can have multiple benefits in plan-making not just in terms of guiding the spatial distribution of development, but also in terms of guiding green infrastructure investment and environmental enhancements such as increased woodland coverage, accessible natural greenspace and natural flood risk mitigation and the application of Environmental Land Use Management Schemes (ELMS).

247. There is a strong case for investment in green infrastructure for the multiple social, environmental and economic benefits that a well-connected green infrastructure network can bring. Planning for, and enhancing,

Oxfordshire's Green Infrastructure is an essential part of realising the county's long-term ambitions and economic aspirations.

248. Analysis has been undertaken to highlight a number of areas that present barriers to economic growth, with a significant economic cost to Oxfordshire each year.

Top seven sustainability challenges in Oxfordshire and their annual cost to the economy

Issue	Annual cost to Oxfordshire GVA
Mental Health	£1,300,000,000
Obesity	£427,000,000
Air pollution	£207,000,000
Transport – congestion	£170,000,000
Transport – accidents	£135,000,000
Inactive lifestyles	£120,000,000
Noise	£119,000,000
TOTAL	**£2,496,000,000**

Source – Making the case for investment in Green Infrastructure – Brillianto - Oxfordshire County Council

249. Green infrastructure is a key part of natural capital, though natural capital also includes intensive farmland, which is not usually considered as green infrastructure.

250. The natural capital maps developed to support the Oxfordshire Plan can be used to identify high value natural capital assets, and these can then be used to help identify strategic networks of green and blue infrastructure, and options for strengthening these networks.

251. An understanding of the supply and demand for ecosystem services coupled with investment in green infrastructure will enable the delivery of nature-based solutions to address the sustainability challenges identified in Oxfordshire. Investment in green infrastructure is most effective where it is spatially targeted and designed to deliver multiple benefits in the same location. It is for this reason that our understanding of natural capital and ecosystem services provision should be central to plan-making and environmental investment in Oxfordshire.

252. Applying natural capital approaches will help integrate the value of nature in all decision-making and develop a better understanding of impacts and dependencies on nature.

A recently compiled business case for green infrastructure investment in Oxfordshire identified a number of headline benefits.

- A 1% increase in the amount of greenspace in a ward generates a 1% increase in the value of a residential property in England.
- Vegetation may reduce noise by as much as 50%.
- A noise reduction of just 1 decibel for every property in the county would be worth £8m p.a. to the Oxfordshire economy.
- Investment in cycling infrastructure could take one car off the road for as little as 80 pence per day.
- Reducing speed limits in residential areas could reduce traffic accidents by half.
- People with good access to green space are 24% more likely to be physically active.
- A 10% increase in physical activity in adults would be worth over £6m to the Oxfordshire Economy.
- Oxfordshire's woodlands remove 175,000 tonnes of carbon dioxide (CO2) per year from the atmosphere with an estimated value of £6 million each year.
- Green roof energy savings are 30 kwh/m2 or 14 kg CO2/m2 or £5-6 m2 per year for heating and air conditioning.
- River woodland is worth £6,000 per year per hectare for its flood regulation benefits. Sustainable drainage systems (SUDS) are half the cost of traditional drainage over a 60-year life span.
- During an extreme rainfall event green roofs can retain up to 90% of rainfall.
- One square metre of green roof can offset the annual particulate matter emissions of one car.
- Planting of vegetation in streets can reduce street-level pollution concentrations by up to 60%.
- Oxfordshire's rural woodlands remove 400 tonnes of air pollutants and thereby save £6.5 million in healthcare cost per year.
- Converting intensive agriculture to a mixture of woodland and pasture near cities can generate benefits of £1,300 per hectare per year.

Source – Making the case for investment in Green Infrastructure – Brillianto - Oxfordshire County Council

253. Taking a natural capital approach with ambitious targets will enable the Oxfordshire Plan to deliver sustainable development that secures investment in nature across Oxfordshire.

Policy Options

254. One discounted option has been to include natural capital considerations within place-shaping principles rather than defining an Oxfordshire-wide approach to the assessment of supply and demand for ecosystem services.

255. This is not the preferred option as it would represent a more traditional approach to green infrastructure delivery established in adopted local plans and

would not capitalise on the detailed evidence available to shape the Oxfordshire Plan.

Preferred Policy Option

256. The preferred option is to identify the parts of the county that are important and valuable for natural capital and ecosystems services and to use this mapped resource to shape the policies, define the spatial strategy and determine the spatial distribution of development in the Oxfordshire Plan.

257. Utilising the Natural Capital mapping to shape the Oxfordshire Plan would ensure that future development and environmental enhancements are directed to locations where they can minimise harm and deliver multiple benefits for the environment and communities as well as building resilience in communities and ecosystems.

Policy Option 09: Natural Capital and Ecosystem Services

The proposal is that the Oxfordshire Plan will utilise the Natural Capital baseline mapping for Oxfordshire so that it can be used to guide strategic planning for development and green infrastructure investment at the strategic and site scale including the Oxfordshire Plan spatial strategy.

The Oxfordshire Plan would establish a Natural Capital Approach to planning in Oxfordshire, placing natural capital considerations at the heart of planning for development, infrastructure, and environmental enhancements including nature-based solutions.

A natural capital approach will recognise the importance of healthy and thriving ecosystems in supporting the health and wellbeing of communities, supporting climate change resilience and provision of ecosystems services.

The Oxfordshire Plan would require an assessment of natural capital and ecosystem services impact for major developments, policies, plans or programmes including the identification of strategic environmental opportunity areas and green infrastructure.

The use of an eco-metric may better enable the quantification of environmental value in order to establish the type and scale of investments to secure net gains.

Local plans should be guided by the baseline assessment of natural capital assets and ecosystem services developed for Oxfordshire to influence the spatial distribution of development and investment in green infrastructure and nature-based solutions.

Policy Option 10 – Green Belt

258. The aim of Green Belt is to prevent urban sprawl by keeping land permanently open. Not all countryside and greenspace are classified in his way.

Green Belt is a specific policy protection that only applies to certain designated areas.

259. Oxfordshire has an expansive area of Green Belt that surrounds the city of Oxford and which extends in to all four rural districts surrounding the city.

260. The first Oxford Green Belt policies were introduced in 1958 with a tight inner boundary surrounding the city of Oxford and extending for 5 or 6 miles in every direction washing over a number of surrounding villages.

261. The rationale for the protection of the Green Belt in Oxfordshire has been expanded over time but with the main purposes of protecting the special character of Oxford and its landscape setting, checking the growth of Oxford and preventing ribbon development and urban sprawl and preventing the coalescence of settlements.

262. If applied to Oxford, the national definition of Green Belt and the 5 purposes that it serves are as follows;

a) to check the unrestricted sprawl of Oxford;
b) to prevent neighbouring settlements merging into one another;
c) to assist in safeguarding the countryside from encroachment;
d) to preserve the setting and special character of Oxford; and
e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

263. The extent of Oxford's Green Belt is illustrated on the map below:



264. Making changes to the Green Belt boundary, i.e. taking land out of the Green Belt or adding new areas to it, requires exceptional circumstances to be demonstrated. The consideration of Spatial Options could lead to further Green Belt release if exceptional circumstances could be demonstrated.

265. As the NPPF records in para 137 '*Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policymaking authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development.'*

266. The extent of the Oxford Green Belt has reduced in recent years, particularly on the inner edge, adjacent to Oxford, where there has been pressure for development to meet housing needs, and a lack of reasonable alternatives to deliver this new development. Allocations for development that satisfied the 'exceptional circumstances' test have resulted in land being removed from the Green Belt in sustainable locations through the adopted Local Plans.

267. Looking forward to 2050 and having regard to the importance of openness and permanence of the Green Belt, the Oxfordshire Plan could present an opportunity to enhance the Green Belt for beneficial uses as the NPPF sets out in para 141 '*Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and*

recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.'

268. So, for the Oxfordshire Plan, the beneficial uses could include the list of uses identified in the NPPF and also the provision of accessible natural green space, creation of ecological networks and local food production and with direct and indirect benefits for the health and wellbeing of Oxfordshire's residents and the protection and enhancement of landscape, heritage and biodiversity.

Policy Option

269. It is proposed that the Oxfordshire Plan should have regard to the Green Belt in determining the spatial strategy for Oxfordshire to 2050 and NPPF paras 136 and 137. Subject to meeting the NPPF requirements this could include identification of opportunities to enhance the Green Belt for its beneficial uses.

Preferred Policy Option

270. The preferred option is for the Oxfordshire Plan to consider NPPF para 141 and having completed the appropriate assessment the Plan would then focus on Green Belt enhancement in order to strengthen the important roles that the Green Belt plays, as well as supporting key objectives of the Oxfordshire Plan to improve the health and wellbeing of communities, deliver environmental enhancements and support nature's recovery.

Policy Option 10 – Green Belt enhancement

The Oxfordshire Plan would identify strategic opportunities to enhance the existing Oxford Green Belt i.e. provide access, opportunities for outdoor sport and recreation, enhance landscapes, visual amenity and biodiversity; or improve damaged or derelict land.

Policy Option 11 - Water Quality

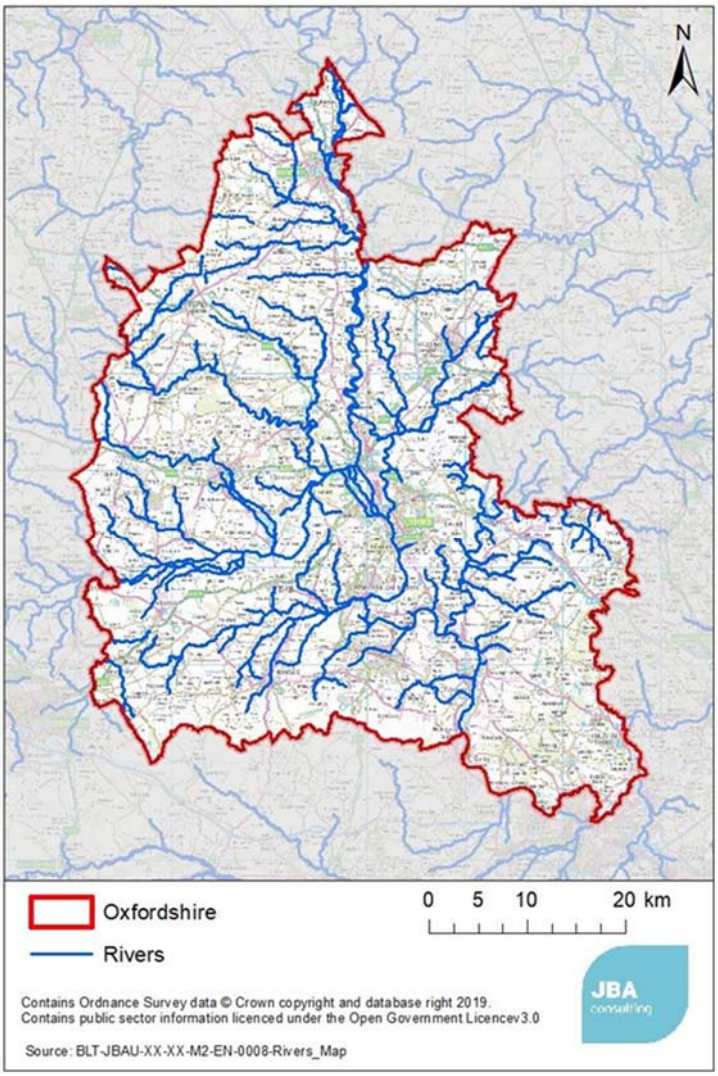
271. Oxfordshire's rivers, lakes, streams and canal are an integral part of the county's ecosystems, heritage and identity. They provide a wide range of services, including:

- providing/supporting a diverse range of habitats and wildlife (including nationally and internationally protected habitats) such as chalk streams;
- providing water supplies for homes and businesses;
- providing opportunities for sports, leisure and recreation;
- contributing to landscape character and sense of place; and
- supporting tourism.

272. In addition, Oxfordshire's groundwater resources have an important role in providing drinking water (a third of drinking water in England comes from

groundwater[37]), supporting agriculture and naturally recharging rivers, lakes and streams.

Map showing surface waterbodies in Oxfordshire[38]



273. The quality of Oxfordshire's waterbodies affects the health and wellbeing of our communities, natural environment and businesses.

274. Activities that can affect the quality of Oxfordshire's waterbodies include pollution from wastewater or sewage, pollution from built development and transport, physical modifications to the size and shape of natural river channels and pollution from agriculture.[39]

275. It is important that the Oxfordshire Plan helps to:

- prevent new and existing development from contributing to water pollution;
- prevent new and existing development from being affected by unacceptable levels of water pollution; and

[37] Environment Agency: http://apps.environment-agency.gov.uk/wiyby/37833.aspx
[38] JBA Consulting (July 2021) Oxfordshire Strategic Water Cycle Study – Phase 1 Scoping
[39] DEFRA & Environment Agency (December 2015) Part 1: Thames River Basin District River Basin Management Plan

- ensure that new development seeks to improve water quality wherever possible.

276. The Water Framework Directive (WFD) provides a framework for the protection of inland surface waters, estuaries, coastal waters and groundwater. It requires the achievement of a 'good' qualitative and quantitative status for all water bodies. Whilst the UK is no longer part of the European Union, this requirement was transposed into UK law and implemented through the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003. The principle of all waterbodies aiming to achieve good ecological status is also broadly aligned with the principles set out in the Government's 25-Year Environment Plan.

277. River Basin Management Plans (RBMPs) implement the EU Water Framework Directive. They cover entire river systems (including river, lake, groundwater, estuarine and coastal waterbodies) and aim to protect and improve the quality of our water environment. Oxfordshire is within the Thames River Basin District. Consideration should be given to the Thames River Basin District RBMP in producing the Oxfordshire Plan and in making planning decisions.

Map showing Oxfordshire within the wider Thames River Basin District. [40]

Figure 1: Map of the Thames river basin district



Thames river basin management plan. Part 1 10

278. It should be noted that RBMPs are updated every six years. The current Thames River Basin District RBMP was published in 2016. A review of this plan is currently underway and consultation on the draft RBMP is expected during 2021.

279. An Oxfordshire focused Water Cycle Study is also being undertaken to inform the production of the Oxfordshire Plan. The Phase 1 Water Cycle Study sets out baseline information on water quality in Oxfordshire and considers, at a high level, the potential impacts of growth. A more detailed Phase 2 Water Cycle Study will be undertaken to help inform the next stages of the plan-making

[40] DEFRA & Environment Agency (December 2015) Part 1: Thames River Basin District River Basin Management Plan

process. It will help to inform where growth is proposed in Oxfordshire and the infrastructure needed to support and mitigate it. The Phase 2 Water Cycle Study will be published at the next stage of consultation (Regulation 19).

Policy Options

280. One option would be to not have a strategic policy on water quality in the Oxfordshire Plan and to instead leave it to local plans to set policies in relation to water quality.

281. This is not the preferred option as there is a risk that local plans might take different approaches to water quality. This could result in less certainty and clarity for developers and communities. It may also make it more difficult to meet proposed ambitions around environmental improvement and nature recovery.

Preferred Policy Option

282. The preferred approach is for the Oxfordshire Plan to provide a strategic planning framework for the protection and enhancement of water quality in Oxfordshire. This framework would set minimum standards for development in Oxfordshire, helping to ensure a consistent approach across the county. It would also provide a framework for improving water quality wherever possible, aligning with proposed ambitions around environmental improvement and nature recovery. Local plans could provide further detail as appropriate.

Policy Option 11: Water Quality

The Oxfordshire Plan would require the following:

1) Water quality to be protected and enhanced. All development to take account of its potential impact on water quality.

2) Development to cause no deterioration in the quality of waterbodies, surface water and groundwater, nor would it prevent the future attainment of 'good' status under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 and Groundwater Direction 2016 or subsequent amendments.

3) Where there are impact pathways on habitats of national or international importance, development would not prevent a protected waterbody achieving the objectives set out in the Common Standards Monitoring Guidance (CSMG).

4) Development to improve water quality wherever possible by:
   i. incorporating appropriate green infrastructure and Sustainable Drainage Systems (SuDS) to manage and treat surface water run off close to source and to minimise the risk from contaminants and sediment;
   ii. reducing the risk of discharges of surface waters to the sewerage network and of pollution, including groundwater infiltration, from wastewater treatment works;
   iii. prioritising natural flood management over hard flood defences;
   iv. protecting and enhancing watercourses and habitats along river corridors;

v. where appropriate restoring 'natural' systems, including de-culverting, restoring or re-profiling rivers and naturalising riverbanks;
vi. adopting water efficiency measures to reduce pressure from low water levels and flows;
vii. restoring contaminated land; and
viii. working with and taking opportunities identified by River Basin Management Plans, Catchment Partnerships and flood risk management authorities.

5) Major development to be phased to align with any necessary wastewater treatment work and associated infrastructure upgrades to ensure that development would not lead to a deterioration in the quality of receiving waterbodies.

6) Measures to help waterbodies in Oxfordshire achieve Bathing Water Status, which help to protect and enhance water quality for all river users, to be supported.

Policy Option 12 - Air Quality

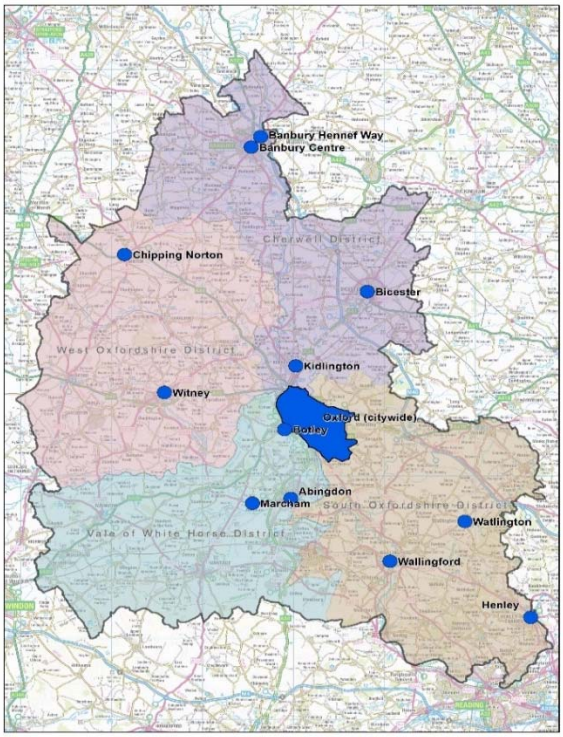
283. Clean air is essential to the health and wellbeing of Oxfordshire's communities and the natural environment. Air pollutants can have direct effects on human health, habitats and biodiversity and climate change. The Oxfordshire Plan aims to help to:

- prevent new and existing development from contributing to air pollution;
- prevent new and existing development from being affected by unacceptable levels of air pollution; and
- ensure that new development seeks to improve air quality wherever possible.

284. Public Health England advises that 'there is no evidence of a threshold for health effects' from air pollution and that local authorities should 'seek to lower population-level exposure and reduce everyone's exposure to air pollution, as well as targeting 'hotspots'', to maximise health benefits.

285. There are currently 13 designated Air Quality Management Areas (AQMAs) in Oxfordshire. These are areas where nitrogen dioxide levels exceed national air quality objectives. Each AQMA has an Air Quality Action Plan which sets out how air quality will be improved.

Map showing Air Quality Management Areas (AQMAs) in Oxfordshire



286. Whilst air quality is a particular concern where development is proposed within an AQMA or where it might affect an AQMA, there are other parts of Oxfordshire that suffer from poor air quality, or which have the potential to be affected by poor air quality that also need to be considered. This includes habitats of national or international importance that are particularly sensitive to changes in air quality. It is important that all of Oxfordshire benefits from clean air.

287. An Air Quality Impact Assessment (AQIA) will be undertaken to inform the production of the Oxfordshire Plan. This will include an assessment of how different growth scenarios might affect air quality and in turn how this may affect human health and natural habitats. The AQIA will help to inform where growth is proposed in Oxfordshire and the infrastructure proposed to mitigate and support it. It will also help shape policies in the Oxfordshire Plan. The AQIA will be published at the next stage of consultation (Regulation 19).

Policy Options

288. One option is to not have a strategic policy on air quality in the Oxfordshire Plan and to instead leave it to local plans to set policies on air quality. However, the protection and enhancement of air quality is a strategic cross-boundary planning matter and it is considered appropriate to include a county-wide air quality policy in the Oxfordshire Plan.

289. If it were left to local plans to set policies on air quality, there is a risk that local plans might take different approaches to air quality. This could result in less certainty and clarity for developers and communities. It may also make it more difficult to meet proposed ambitions around the delivery of transformational change, environmental improvement and creating strong and healthy communities.

Preferred Policy Option

290. The preferred approach is for the Oxfordshire Plan to provide a strategic planning framework for the protection and enhancement of air quality. This framework would set minimum standards for development in Oxfordshire, helping to ensure a consistent approach across the county. It would also provide a framework for improving air quality wherever possible, aligning with proposed ambitions around environmental improvement and creating strong and healthy communities. Local plans could provide further detail as appropriate.

Policy Option 12: Air Quality

The Oxfordshire Plan would support the protection and enhancement of air quality. Development would be expected to take account of:

i. It's impact on air quality; and
ii. Any potential impacts of poor air quality on future occupiers/users.

Development proposals in or affecting an Air Quality Management Area would be expected to be consistent with the relevant local Air Quality Action Plan (AQAP).

Major development proposals would be expected to be accompanied by an air quality assessment. Guidance would be produced to set out what information this should include. Guidance could be produced at a county-wide or local level.

Development would be expected to improve air quality wherever possible. For example, by:

i. supporting walking, cycling and public transport and reducing the need to travel;
ii. supporting the uptake of zero and low emission vehicles;
iii. avoiding the creation of street canyons which trap traffic pollution;
iv. minimising human exposure to traffic pollution through the careful design of streets, outdoor spaces and buildings;
v. reducing emissions from buildings and other non-transport sources; and
vi. providing appropriate green infrastructure.

Where it is identified that development would have a negative impact on air quality, and/or that air quality would have a negative impact on the future occupiers/users of development, a hierarchical approach to mitigation would be required:

Avoid – Consider measures to avoid negative impacts, particularly if sensitive uses or habitats are affected.

Reduce – Where it is not possible to avoid negative impacts, consider measures to reduce negative impacts. For example, through traffic and travel management, careful design and green infrastructure provision.

Offset – Where it is not possible to reduce negative impacts to an acceptable level, consider compensatory measures which take a broader view of the human health and habitat impacts within and outside the development area. This could include supporting measures in an Air Quality Action Plan or low emissions strategy where applicable.

Where possible, the Oxfordshire Plan would identify strategic opportunities to address the main sources of air pollution in Oxfordshire. This would be informed by evidence (including the AQIA). It should be noted that these opportunities might be more appropriately highlighted within other policies (for example policies within Theme Four: Planning for sustainable travel and connectivity). All policies in the Oxfordshire Plan would be aligned with the ambition of improving environmental quality, including improving air quality.

Alternative Policy Option 12-01

291. Include a strategic air quality policy in the Oxfordshire Plan but reduce the scope of this policy. For example: do not require air quality assessments for major development proposals.

292. This is not a preferred option as there is a risk that local plans might take different approaches to air quality. This could result in less certainty and clarity for developers and communities. It may also make it more difficult to meet proposed ambitions around the delivery of transformational change, environmental improvement and creating strong and healthy communities.

Theme Three: Creating Strong and Healthy Communities

293. The relationship between spatial planning and our health is an important and valuable one. The built and natural environment are key determinants of our health and wellbeing and therefore it is important to recognise the role that planning plays in influencing both our physical and mental health. The Oxfordshire Plan provides an opportunity to ensure that planning policy in Oxfordshire encourages the creation of sustainable, well-designed communities that are safe, socially cohesive and promote active and healthier lifestyles.

294. The way in which we plan for and design new developments has an influence not only on our health and wellbeing, but on the choices we make and the sense of safety, community and identity that we feel. Through careful planning and the design of new growth, we can help to deliver a high quality of life in Oxfordshire and maximise the health and wellbeing of residents.

295. Overall, Oxfordshire has better than average health outcomes compared to other parts of the country. However, in those communities suffering socio-economic deprivation, ill-health and preventable health issues are more pronounced. The Oxfordshire Plan aims to reduce health inequalities across the county and broaden access to opportunities for social interaction as well as active and healthy lifestyles.

296. The Oxfordshire Plan could set out a range of policies or principles that will help to plan for and shape communities that are strong, healthy, and cohesive. These could include high standards for developments to adhere to such as ensuring all new developments meet Garden Town and Garden Village standards, implementing healthy place-shaping principals for strategic-scale development, and also requiring Health Impact Assessments (HIAs) to be undertaken for certain new development.

297. The Oxfordshire Plan recognises that growth increases the demand for leisure, recreation and open space facilities, as well as community facilities including education, health and other services. As a result, it is considered that the Plan should set out policy proposals for these facilities, ensuring that they are accessible, high quality and in appropriate locations to contribute to the quality of life of communities.

298. The policy proposals set out in this theme will ultimately help the Oxfordshire Plan to create strong and healthy, rooted and inclusive communities across the county, and ensure health and wellbeing is a key consideration in the planning process in Oxfordshire, as well as helping to address inequalities and broaden access to opportunities for all.

Theme Three – Meets the following objectives of the Oxfordshire Plan

No 1. To demonstrate leadership in addressing the climate emergency by significantly reducing greenhouse gas emissions.

No 4. To improve health and wellbeing by enabling independence, encouraging active and healthy lifestyles, facilitating social interaction and creating inclusive and safe communities.

No 7. To meet Oxfordshire's housing needs, including affordable housing, and to ensure that housing delivery is phased appropriately to support the needs of our communities.

No 8. To ensure that new housing is flexible to meet the varied needs of people through all stages of life.

No 9. To deliver high quality, innovatively designed development that ensures efficient use of land and resources.

No 10. To reduce the need to travel and to support people in making sustainable transport choices by providing inclusive, integrated, safe and convenient pedestrian, cycle and public transport infrastructure linking communities.

Policy Option 13 - Healthy Place Shaping and Health Impact Assessments

299. The Oxfordshire Plan is committed to reducing health inequalities, increasing life expectancy and improving the quality of life for all who live, work and visit Oxfordshire. As a result, it is proposed that the Oxfordshire Plan should require all proposals for major development and urban extensions to contribute towards the creation of healthy communities, by adhering to healthy place-shaping principles for delivery of high-quality, sustainable places.

300. The inclusion of such a policy would help to promote a clear and consistent approach to healthy place-shaping across the county and ensure that the City and district local plans contain relevant and effective measures to create healthy places.

301. Health Impact Assessments (HIA) are a way in which we can ensure that health and wellbeing are carefully considered in planning policy and proposals throughout Oxfordshire. HIAs can be undertaken at any stage in the development process but are best done at the earliest stage possible. HIAs can be undertaken as stand-alone assessments or as part of a wider Sustainability Appraisal or Environmental Impact Assessment. The process looks at the positive and negative impacts of a development as well as assessing the indirect implications for the wider community. The aim is to identify the main impacts and prompt discussion about the best ways of dealing with them to maximise the benefits and avoid any potential adverse impacts.

302. The Oxfordshire Plan is itself supported by a Health Impact Assessment and the potential health impacts of the Plan's policies and strategy will be assessed through the plan-making process.

303. A Health Impact Assessment can take a number of forms, which range from full assessments which involve a comprehensive analysis of all potential

health and wellbeing impacts, to rapid and desktop assessments, which are a quicker and simpler method of assessment.

304. The main objective of an HIA is to inform and influence decision-making, with the main output being developments that minimise risks and maximise the benefits for the health and wellbeing of communities.

305. The introduction of Health Impact Assessments for new development in Oxfordshire, would ensure that greater emphasis is placed on the need to create healthy places by developers and decision makers.

Policy Options

306. It is proposed that the Oxfordshire Plan sets out a number of healthy place-shaping principles which will guide and inform how major developments are planned in Oxfordshire. These principals are varied, and include considerations of, for example, the impacts of air quality on human health, social isolation and loneliness and physical activity.

307. As cross-cutting principles, many of these are woven through other proposed themes and policies of the Oxfordshire Plan, so an alternative option is to not include a standalone policy for healthy place-shaping in the Plan. However, this approach would risk diluting the emphasis and importance placed on healthy place-shaping in Oxfordshire and could result in an inconsistent approach to healthy place-shaping across the county.

308. Setting countywide healthy place-shaping principles would not prevent local principles also being established as the local ones would reflect the characteristics of the local population. The county-wide principles would seek to identify the issues that any local principles should address.

309. The preferred policy option is to include a Health Impact Assessment policy within the Oxfordshire Plan, requiring major developments to be supported by an HIA.

310. The inclusion of an HIA policy for the whole of Oxfordshire would allow for clear guidance to be provided for when and where the preparation of a HIA would be appropriate. An alternative policy option would be to leave HIA policies to individual local plans. However, this alternative option would risk an inconsistent approach to HIAs in local plans, or even a lack of a HIA policy, and therefore it is not preferred.

Preferred Policy Option

Policy 13: Healthy Place-Shaping and Health Impact Assessments

We propose that the Oxfordshire Plan should include healthy place-shaping as a standalone policy, to establish a framework that can apply across Oxfordshire for

the design and masterplanning of major developments (as defined in the NPPF[41]). Example of the principles that a policy might usefully include are set out below:

- Explicitly address the existing and projected health and wellbeing needs of an area and consider how existing community assets could be enhanced to help promote healthy life expectancy.
- Help to reduce obesity and levels of physical inactivity through the provision of good-quality playing pitches, parks and open space, sports and active leisure facilities, and outdoor gyms that are accessible to all.
- Provide opportunities for people to become more active through the design of street layout and public realm to encourage walking and cycling as priority modes of transport; create and enhance cycling and walking networks as well as ensure connectivity between new development, local services and facilities and public transport.
- Reduce social isolation and loneliness through providing good-quality social community infrastructure which encourages opportunities for social interaction and helps to support the growth of friendly communities. Also, to create community development strategies which contain actions to encourage community cohesion, both within the development itself and between the new development and existing communities.
- Make it easier for people to make healthier food choices by providing allotments and other opportunities for food growing such as community gardens, school allotments, community orchards, roof gardens, edible landscaping around new schools and housing developments involving fruit and nut trees and planting.
- Aim to improve air quality and reduce noise through locating and designing pollution generating land uses and roads to avoid adverse impacts on sensitive land uses.
- Provide diversity in the residential offer that improves accessibility, affordability and promotes inter-generational connectivity and lifetime neighbourhoods.
- Design good quality buildings which are energy efficient and mitigate against the impacts of climate change.
- Create safe environments, addressing the fear and perception of crime, including improving safety for all road users.

It is also proposed that the Oxfordshire Plan includes a policy requiring the rapid Health Impact Assessment (HIA) for major developments in Oxfordshire, but the length and detail of the assessment should be proportionate to the scale and complexity of the proposed development.

A methodology and assessment checklist for carrying out rapid HIA of major development proposals (10 or more houses) has been prepared for Oxfordshire and has been published as the Oxfordshire Health Impact Assessment Toolkit.[42]

[41] Major development is defined in the NPPF as: 'For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m^2 or more, or a site of 1 hectare or more'.
[42] https://www.oxfordshiregrowthboard.org/wp-content/uploads/2021/01/210126-Oxon-HIA-Toolkit-FINAL.pdf

Policy 14: - Health Infrastructure

311. As the population of Oxfordshire grows and changes, so does the need for the right buildings in the right locations to meet the differing health needs of the different locations of the county. Reorganisation and reconfiguration are complex and tend to impact on more than one local authority area.

312. Over the next 20-30 years it is highly likely that further reorganisation of the health estate across Oxfordshire will be proposed. It would be prudent to consider adopting a policy to provide a land use planning framework for Oxfordshire within which future health estate reviews might be considered.

Policy Options

313. The preferred approach is an enabling policy that aims to set out a framework in which the land use and planning elements of future health reorganisations might be considered, recognising that many of the issues arising will be matters that impact across more than one local planning authority.

314. One alternative policy option is to leave these considerations to future local plans, but there is a risk that the cross-boundary nature of health estate changes will be lost. A strategic approach that brings together more than one local planning authority is likely to be more effective in securing influence over the actions proposed by the NHS. Our preference is to put a framework policy in place to enable forward planning by the local planning authority, with the health bodies and their developers in conjunction with the local community and Parish/Town Councils affected.

Preferred Policy Proposal

Policy 14: Health Infrastructure

In considering reviews to reconfigure the health estate of Oxfordshire the following factors should be considered:

Where changes to the health estate are considered and will impact upon more than one District, an integrated, coordinated and comprehensive planning approach will be taken and a masterplan prepared, in collaboration and agreed with the local planning authority/ies, Oxfordshire County Council and other statutory undertakers covering the development of the whole site or sites. This would be especially important where the catchment crosses administrative boundaries.

This comprehensive masterplan setting out the strategic justification and rationale with a realistic timetable would be essential to establish the case for the review and to show the proposals for each location.

New health infrastructure should be designed with changing medical technology and innovative approaches in mind where relevant, (for example, by ensuring building materials used in development will not block internet connectivity signals that can be needed for medical uses).

In Oxfordshire, public access and good connectivity is central, so new locations must prioritise the ease of public transport and active travel access for both public and workforce needs.

In considering how best to modernise the health estate, both the quality of buildings and their functional effectiveness will be key. New buildings must be well-designed with renewable energy provision at its heart to help reduce use of carbon in the new buildings, with strong energy management policies to reduce their operational cost and enhance their efficiency and effectiveness.

Policy Option 15 - High-Quality Design for New Development and Garden Town Standards for New Settlements

315. Oxfordshire is a special place. It is home to a range of different settlements, from the city of Oxford to market and railway towns, to rural villages and hamlets. Each has its own unique characteristics and heritage.

316. Oxfordshire also benefits from extensive countryside, a series of Areas of Outstanding Natural Beauty and a varied landscape. The relationship between Oxfordshire's settlements and surrounding rural areas is extremely important.

317. New development in Oxfordshire should recognise what makes Oxfordshire special and respond to the distinctive character of the setting in which growth and new development takes place.

318. There is a growing network of Garden Towns and villages across Oxfordshire, from Bicester and Didcot Garden Town to Salt Cross, Berinsfield and Dalton Barracks Garden Villages. The designation is a statement of intent that new development will be well-planned, with a high design quality.

319. These settlements and approaches embody the aspiration of the Oxfordshire Plan that all new settlements or development sites should be highly sustainable and well-designed places, with health and wellbeing as an early consideration, alongside tackling climate change and environmental improvements. There is an increasing focus on the importance of high-quality design by national Government too, with National Design Codes and other measures proposed.

320. All new proposed settlements should be planned to Garden Town and Garden Village standards to set a framework for thinking about how the proposed settlement might best be developed, as the means by which new communities benefit from high design standards and quality places. This should include the prioritisation of brownfield land first, including the reuse and more intensive use of former MoD sites, subject to the consideration of other constraints. Consideration will also be needed as to how the challenge of the circular economy is to be addressed.

321. We see the need for large-scale development and new settlements to align with the TCPA guidance on Garden City Principles[43].

[43] https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=f3272413-6d74-44c3-870f-fd333161f3a1

322. New settlements should be located in locations that are accessible by sustainable modes of transport; so, where a Garden Town or Village is proposed it must be well- related to existing or planned sustainable transport infrastructure especially rail services, together with the opportunity to strengthen cycling and walking connections to regional and national networks.

Policy Options

323. The best way to secure this ambition is for the Oxfordshire Plan to establish a framework that individual local plans can respond to, taking account of local circumstances.

324. An alternative option would be to leave design matters for local plans and, neighbourhood plans based on national guidance., However this would miss an opportunity to set an Oxfordshire-wide high-quality design ambition and is therefore not preferred.

Preferred Policy Proposal

Policy Option 15: High-Quality Design for New Development and Garden Town Standards for New Settlements

This approach would set an ambition for high-quality design in Oxfordshire, with local plans, neighbourhood plans and design guides providing more detailed, locally specific requirements as appropriate.

This could include:

- Requiring development to respond to Oxfordshire's distinctiveness.
- Requiring development to recognise, respect and wherever possible enhance Oxfordshire's extensive and varied heritage.
- Recognising that what we build in the next 30 years will be a legacy for future generations. Development should therefore be responsive and resilient to future change. It should also be of a high design quality that communities, both now and in the future, can be proud of.
- Encouraging creative and innovative design solutions, including the use of new materials and building methods where appropriate.
- To respond to the impacts of climate change, new development should seek to minimise the carbon and energy impacts of their design and construction through mitigation and adaption measures.
- Encouraging the implementation of design codes where appropriate in order to achieve high-quality design and local distinctiveness.
- Ensuring green (or blue where relevant) infrastructure will be incorporated as an integral part of new development and public access to high quality green space.
- The development of a countywide tool kit (possibly as an SPD) for checking that a response to distinctiveness has been achieved in the design of the

proposed development i.e. a checklist of factors while retaining the space for the solution to be arrived at local level

In addition, any new settlements should be planned to Garden Town and Garden Village standards as the means by which new large-scale development and new village scale developments secure high design standards and deliver quality places.

There are a number of proposed policies across all five themes of the Oxfordshire Plan that are relevant to the masterplanning of new settlements This policy highlights a number of specific considerations that should be taken into account when reading the Plan as a whole:

This policy option for the Oxfordshire Plan would expect:

- All developments over 700 units to be led by a comprehensive masterplan together with a design code.
- Well-designed communities, with housing planned alongside new employment provision.
- Neighbourhood centres and community facilities (including community centres, schools and health facilities) to be provided.
- Such developments to include high levels of high quality, accessible and appropriate green space and green infrastructure, as well as sustainable water systems and SuDs.
- Such developments to have addressed healthy place-shaping principles.
- Excellent design with sustainable building materials used to achieve carbon reduction.
- All housing, business and retail units to contain energy management systems, renewal energy provision, grey water schemes, full fibre broadband connection to support home working, home learning and EV charging points.
- Schemes to be designed to reduce the need to travel, linked to the LTCP area strategies.
- Active travel measures to be supported and 20-minute neighbourhoods to be created that encourage walking and cycling connections to regional and national routes.

Policy 16 - Leisure, Recreation, Community and Open Space Facilities

325. Leisure, recreation, community and open space facilities provide significant benefits to both the mental wellbeing and physical health of communities in Oxfordshire, as well as making an important contribution to the vitality of our city, town and local centres. Open spaces, as well as grassroot sport and recreation facilities, can also make a positive contribution to biodiversity and the local environment. In reflection of this, it is important that the Oxfordshire Plan 2050 continues to support these facilities.

326. Many leisure, recreation, community and open space facilities in the county mainly serve local communities. However, there are some facilities that have catchments beyond city, district and county boundaries.

Policy Options

327. The preferred policy option is to leave local plans to set policies for local (non-strategic) leisure, recreation, community and open space facilities, with the Oxfordshire Plan 2050 setting a policy for strategic facilities that serve communities both in the county and further afield.

Preferred Policy Proposal

Policy 16 – Leisure, Recreation, Community and Open Space Facilities

Development proposals for high quality strategic leisure, recreation and open space facilities in Oxfordshire will be encouraged that serve more than one District, or county-wide, sub-regional, regional or national purpose, including (but not limited to):

- Strategic indoor sports and recreational facilities, such as leisure centres, aquatic centres, and indoor pitches, courts and stadiums.
- Strategic outdoor sports facilities and open space, such as pitches, courts, golf courses, as well as country parks and associated visitor facilities.

A strategic facility is a high-quality facility that will serve a county-wide, sub-regional, regional, or national purpose, for example (but not limited to) county sports grounds, stadiums, new golf courses, and country parks. It could also include activities associated with the stately homes of Oxfordshire. Due to the extent and variety of facilities that can fall under this definition, whether the facility is ultimately considered strategic will be decided on a case-by-case basis.

The Oxfordshire Plan would expect all new strategic leisure, recreation and open space facilities development to meet the following criteria:

- They must be located within the built-up areas of the city, towns and villages. In the villages, development must be proportionally scaled and in keeping with the character of the settlement. Development outside of these areas will only be supported in exceptional circumstances, for example where it is evidenced that it cannot reasonably be located in the city, or a town or village in the county, such as water-based facilities or parkland uses.
- They must be located in accessible locations, with excellent public transport and link to networks for walking and cycling and the public rights of way network.
- Use of sustainable travel is encouraged and a sustainable travel plan will be required that sets out the details of the bus and rail connectivity to be secured.
- They must be designed with renewable energy provision incorporated to help reduce use of carbon.
- They must have minimal traffic, environmental, visual and landscape impact.

- Provision for the long-term maintenance and management of the facilities will be sought and must be agreed as part of a planning application.
- School sports halls and outdoor playing fields should be made available to the local community. New facilities of this type would be required to enter into community use agreements.
- Sports lighting would operate within agreed hours where there is a need unless the lighting gives rise to demonstrable harm to biodiversity.

Community facilities would be a matter for individual local plans except where community facilities are intended to meet the needs of a wider district or neighbouring district(s) in which case they should be located within or adjoining rural service centres to maximise accessibility.

Alternative Policy Option 16-01

328. As an alternative, the Oxfordshire Plan 2050 could include a policy that seeks to protect the existing indoor and outdoor sports facilities and open spaces within the County. Those within built-up areas are most likely to be at threat from other forms of development. A policy which acknowledges the importance of retaining existing open spaces within built-up areas and seeks to protect them would do more to secure the future of these types of facilities within the built-up areas. Access to any new private facilities would also be encouraged.

Theme Four: Planning for Sustainable Travel and Connectivity

329. The transport network across Oxfordshire is critical for residents to be able to access services, facilities and employment, as well as being needed for delivery of freight and goods. However, there are continued pressures on the use of this network associated with travel demand that needs to be managed and leads to wider impacts. This includes environmental impacts associated with use of vehicles including air quality and carbon emissions.

330. With planned new development, the demand for travel is expected to increase and it is therefore important that this is managed, and plans are put in place to both support sustainable transport choices and reduce the need to travel where possible. In addition, the wider objectives and targets on climate action mean that there will be a need to ensure the Oxfordshire Plan supports a move towards a transport network across Oxfordshire and beyond that significantly reduces carbon emissions over the next few years. In practice, this will mean significant enhancement to bus and rail services, and a focus on delivering comprehensive active travel networks that enable people to choose walking and cycling for more local journeys, securing health gains as well as supporting the tackling of climate change.

331. The Oxfordshire Plan also needs to take account of and support wider infrastructure and transport strategy development. It will be particularly important that the Oxfordshire Plan complements and supports the new Oxfordshire Local Transport and Connectivity Plan (LTCP), but also in a wider context aligns with other cross-boundary strategies including the England's Economic Heartland Transport Strategy, and guidance and strategy being developed at a national level as part of the de-carbonisation agenda. Major planned strategic schemes such as East West Rail will also significantly impact on the transport choices available in Oxfordshire and more widely across the Oxford-Cambridge Arc. The Oxfordshire Plan can support and complement such plans to transform sustainable travel options.

332. It is also important that long-term spatial planning recognises that the way people live their lives is increasingly influenced by changes brought about by technology and innovation. For example, the availability of high quality fixed and mobile digital connectivity can significantly impact on the need to travel, with trends such as flexible and home working dependant on its continued provision. The take up of lower carbon vehicles, particularly Electric Vehicles, will also need supporting, and developments should be designed to provide for these.

333. The management and movement of freight and goods is also changing, influenced by trends such as the continued increase in internet-based shopping, and the uptake of freight by rail. The Oxfordshire Plan can support the development of a more sustainable freight management system.

Theme Four – Meets the following Objectives of the Oxfordshire Plan

No 1. To demonstrate leadership in addressing the climate emergency by significantly reducing greenhouse gas emissions.

No 4. To improve health and wellbeing by enabling independence, encouraging active and healthy lifestyles, facilitating social interaction and creating inclusive and safe communities.

No 9. To deliver high quality, innovatively designed development that ensures efficient use of land and resources.

No 10. To reduce the need to travel and to support people in making sustainable transport choices by providing inclusive, integrated, safe and convenient pedestrian, cycle and public transport infrastructure linking communities.

No 11. To ensure that communities are digitally connected and that innovative technologies are supported.

Policy Option 17: Towards a Net Zero Carbon Transport Network

334. Emissions from transport currently account for around a third of greenhouse emissions in Oxfordshire, with the majority of this from road traffic[44] Although vehicle fuel efficiency and the switch to lower emission vehicles has started to have some impact, emissions from transport have not been falling as quickly as in other areas such as energy, meaning that the proportion of emissions from transport (road and rail) have increased over the last few years. (Pathways to a Zero Carbon Oxfordshire Report). Reducing carbon from transport movements will therefore be key if Oxfordshire is to meet its climate action commitments.

335. Both local and national policy is clear that there is a need to cut our carbon emissions from transport. At a national level this is set out in the emerging Department for Transport De-carbonisation Plan, which already includes strategies for increasing walking and cycling, and bus use[45] At a sub-national level, ambitions for a net zero carbon emissions transport network are set out in the recently adopted Transport Strategy for England's Economic Heartland[46] At a local level, a new Local Transport and Connectivity Plan is being developed, with a draft Vision recently consulted upon which focuses on improving digital connectivity, active travel and public transport to support the move towards a net zero carbon emissions transport system, and meet wider social/ health outcomes.[47]

336. These policies indicate that if we are to achieve required reductions in carbon emissions from transport, there will need to be a change in way that transport is planned and managed. In particular, there will need to be:

[44] https://scattercities.com/
[45] https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan
[46] https://www.englandseconomicheartland.com/transport/
[47] https://consultations.oxfordshire.gov.uk/localtransportconnectivity/consultationHome

- A reduction in overall travel movements, especially by private vehicles, enabled in part through investment in digital technology;
- A shift to public transport and active travel modes, especially for shorter journeys, enabled by increased investment in public transport, walking and cycle networks;
- Better management of freight and goods, with a focus on decarbonisation and enabling zero emission 'last mile' deliveries;
- A significant uptake of zero carbon vehicles, supported by investment in charging facilities, and,
- Ensuring the opportunities offered though technology and innovation to support sustainable transport solutions are taken up.

337. Spatial planning has a clear role in supporting the move towards a net zero carbon emissions transport system. In particular, the location and design of new development can have a significant impact on the propensity for people to travel, and the number, type and length of travel movements. For example, the recently completed RTPI report, 'Net Zero Transport; the role of spatial planning and place-based solutions' sets out that transport and land-use planning needs to be integrated if carbon reductions are to be met.[48]

338. Development plan policies can assist and be complementary to the policy development in transport and infrastructure plans. Paragraph 104 (b) of the NPPF (2019) states the need for planning policies to '*be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned*,' whilst (d) states that policies should, '*provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).*'

Policy Options

339. Building on this guidance, the Oxfordshire Plan policies can in particular support the emerging LTCP policies, and any associated updated transport targets needed to move towards a net zero carbon emissions transport network. This includes active travel policies, expected to focus on developing an active travel network for the county and further developing Local Cycling and Walking Infrastructure Plans at key settlements. Policies can also support better sustainable first mile/ last mile transport connectivity to public transport hubs such as rail stations. This will help complement major planned investment, including service and station improvements enabled through East West Rail, and other major rail capacity investment proposed as part of the 'Oxfordshire Connect' priorities arising out of the Oxfordshire Rail Corridor Study.[49]

340. The alternative of leaving these polices to local plans is not supported given the strategic and cross boundary nature of transport network.

Preferred Policy Option

Policy Option 17: Towards a Net Zero Transport Network

[48] https://www.rtpi.org.uk/netzerotransport
[49] http://democratic.whitehorsedc.gov.uk/ieListDocuments.aspx?CId=543&MId=2783

All development proposals should be planned to both take account of, and take opportunities to support delivery of an Oxfordshire net zero carbon emissions transport network, including:

- Supporting delivery of enhanced walking and cycling networks and routes, including those identified as part of Local Cycling and Walking Infrastructure Plans (LCWIPS), and more strategic active travel links between settlements and other key locations such as areas of employment and public transport hubs;
- Supporting delivery of enhancements to the bus network, including proposals for bus priority measures and service enhancements;
- Supporting delivery of enhancements to the rail network, including linking in with new and improved stations, and supporting service enhancements;
- Supporting delivery of improvements to transport interchange, including enhanced transport hubs such as at rail stations that facilitate take up of sustainable travel opportunities, and where relevant link with opportunities for park and ride;
- Supporting delivery of measures that improve the efficiency and effectiveness of the freight and logistics network that are consistent with delivering a net zero carbon emissions transport network: and,
- Supporting delivery of improvements to the local and strategic road network that are consistent with delivering a net zero carbon emissions transport network.

It will be important that the location and planning for new development takes into account the more detailed policies within the County Local Transport and Connectivity Plan (LTCP), and where relevant other policy, both at a sub-national and national level. In particular, it will be important to take into account and support strategic cross-boundary proposals that contribute towards delivering a net zero carbon system, such as strategic public transport improvements like East West Rail.

Policy Option 18: Sustainable Transport in New Development

Sustainable Development Principles

341. How development is planned and delivered impacts on the transport choices that new residents will make. Put simply, if development is planned around providing for private car use, with limited opportunities for residents to walk, cycle or use public transport, then less sustainable travel choices are locked in from the outset, and very difficult to change in the future. Given the contribution of transport to carbon emissions, this would make it very difficult for new development to both achieve required carbon reductions, as well as achieving wider objectives in particular on health and wellbeing.

342. The NPPF (2019) makes clear that development plans should look to prioritise sustainable transport options where possible. Paragraph 102 (c) states that plan-making should ensure that '*opportunities to promote walking, cycling and public transport use are identified and pursued*,' whilst paragraph 103 states that, '*significant development should be focused on locations which are or can*

be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'

343. Unfortunately, historically much development across the country and indeed parts of Oxfordshire has been planned and delivered with a focus on providing for and mitigating the impact of car-based travel. The RTPI Net Zero carbon report makes clear that there is therefore a need to re-examine how land-use and transport planning are integrated, if we are to achieve our zero carbon vision. In particular, the report notes there is a need to move away from a predict and provide' approach centred on planning for forecast transport movements (often based on past examples) to one very much focused on planning and delivering a vision (with targets) of what needs to be achieved. Once the vision and targets have been set, a hierarchical approach to planning for transport movements can then be undertaken, ensuring that supporting transport and land-use measures are prioritised.

344. Planning for transport also needs to be integrated into and support wider place-shaping principles. Paragraph 104(a) of the NPPF (2019) states that planning policies should, '*support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities*.'

345. More recently, the concept of 15 or 20 minutes neighbourhoods has come the fore, and is about creating places where resident's everyday needs, such as education, employment, community health and wellbeing facilities and recreation opportunities can be met within a short walk or cycle ride.[50] Both the planning guidance and 20-minute neighbourhood concept supports the hierarchical approach to planning for transport and movement, through reducing the need for longer-distance travel, particularly by private vehicle. To enable this, there will also be a need to ensure that the street and movement network for new development is well designed, taking on-board key principles such as those outlined for 'healthy streets' to encourage take-up of more sustainable travel options. [51]

Planning for Zero Emission Vehicles

346. The UK government announced in November 2020 that the sale of diesel and petrol cars and vans will be phased out by 2030, with the plan for all new cars and vans to be 'fully zero emission at the tailpipe from 2035.' Between 2030 and 2035 all new cars and vans will need to 'have the capability to drive a significant distance with zero emissions.' [52]. The main way to enable this switch will be the sale of Electric Vehicles, including plug-in hybrid vehicles, with the proportion of new cars sold that are defined as 'ultra-low emission' now increasing year-on-year. To support this, there is an acknowledgement of the need to roll out significant further charging infrastructure at homes, on local streets and along strategic roads. [53]

[50] https://www.tcpa.org.uk/guide-the-20-minute-neighbourhood
[51] www.healthystreets.com
[52] https://www.gov.uk/government/news/government-takes-historic-step-towards-net zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030
[53] https://www.gov.uk/government/news/green-motoring-milestone-with-half-a-million-ultra-low-emission-vehicles-now-on-uk-roads

347. Oxfordshire is already starting to plan in detail for the required charging infrastructure to support the move towards zero-emission vehicles. The Oxfordshire Electric Vehicle (EV) Infrastructure Strategy was signed-off by the County Council Cabinet, and most of the district councils in March/ April 2021 and sets out key policies and actions for roll out of EV infrastructure over the next 5 years. [54]The strategy recognises that forecasts predict sales of EVs to significantly increase in the run up to central Government timescales, with Oxfordshire forecast to be ahead of the rest of the country based on sales to date.

348. The NPPF (2019) recognises that planning has a key role to play in ensuring the roll out of appropriate EV charging infrastructure in new development. Para 115 notes that any local parking standards should take into account, *'the need to ensure an adequate provision of spaces for charging plug-in and other low emission vehicles,' whilst para 110 states that applications for development should 'be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*.' In July 2019, the Government also consulted on proposals to set minimum requirements for EV charging in new and existing residential and non-residential development, proposing chargers in every new car parking space for residential developments with at least 10 spaces, and 1 in every 5 spaces for non-residential development with at least 10 spaces.[55]

349. The recently adopted local plans for Oxford and South Oxfordshire both have policies that support introduction of EV charging points, with the Oxford City policy specifying the need for EV charging points at each residential unit with a parking space, and for at least 25% of non-allocated spaces to have charging points. Non-allocated spaces can not only provide for both residents and visitors, but they can also help enable shared mobility options such as car clubs. EV charging can also be integrated into the energy networks for new development, with smart charging of vehicles aligning with energy demand and power supply from renewables.

Policy Option

350. The preferred option for the Oxfordshire Plan takes account of the Oxfordshire EV strategy which recommends that future planning policies should seek to meet or exceed those targets set out for Oxford City. Building on national planning guidance, the recent local plan policies and the Government proposals for building regulations, there is an opportunity through the Oxfordshire Plan to set out a common minimum standard for all new developments that supports the move towards 100% uptake of EVs. There is also an opportunity to plan for this provision alongside the energy and digital networks within any development.

351. The Preferred policy option seeks to set a standard framework for considering these matters across development in Oxfordshire.

Preferred Policy Option

[54] https://news.oxfordshire.gov.uk/preparing-oxfordshire-for-the-electric-vehicle-revolution/
[55] https://www.gov.uk/government/consultations/electric-vehicle-chargepoints-in-residential-and-non-residential-buildings

Policy Option 18: Sustainable Transport in New Development

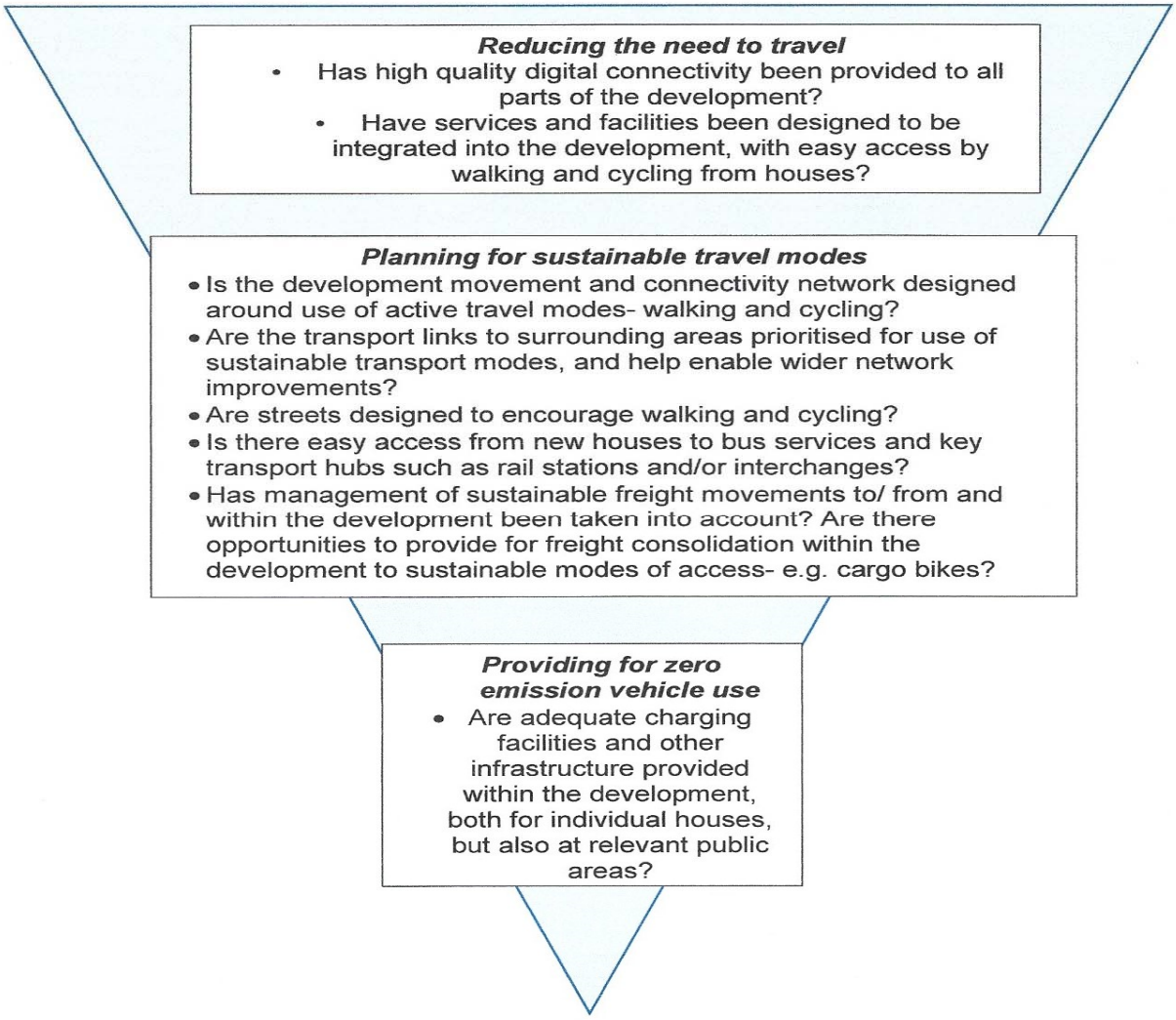
In this approach, all development proposals should consider and plan for transport and access against a vision, focussed on enabling people to travel by active and sustainable means. In particular, plans should be considered in a hierarchical way as follows:

1. *Reducing the need to travel* - ensuring that high quality digital connectivity is provided to enable working and access to services from home, and that necessary services and facilities are planned and provided in close proximity to new housing areas which can be accessed through safe and direct walking and cycling routes.
2. *Planning for sustainable travel modes* - ensuring that new development is primarily designed to enable movement by active travel and public/shared transport, and that sites are well connected to surrounding sustainable transport networks. The street and movement network should be designed to focus on enabling residents to be able to walk and cycle, and easily access public transport options.
3. *Providing for zero emission vehicle use* - ensuring that any essential vehicle travel for people and goods is prioritised for zero carbon emission vehicles, with adequate charging and other supporting infrastructure provided as per the following standards:
    a) For residential development, each new residential unit with an allocated parking space should be provided with an electric vehicle charging point. At least 25% of non-allocated spaces (with a minimum of 2) should be provided with an electric vehicle charging point.
    b) For non-residential development, at least 25% of spaces should be provided with electric vehicle charging points.

Provision of EV charging instructure should be integrated in the masterplanning for new development form the outset, alongside provision for full fibre broadband, 5G mobile networks, and sustainable energy provision.

The spatial context of any proposed development would also be important in determining the detail of proposals within the sustainable travel hierarchy, and certain measures will be more suited to certain locations than others. However, at all times measures at the top of the hierarchy should be robustly considered first, before moving on to measures further down the hierarchy. Provision and management of parking should also be considered in this context, recognising priority for zero emission vehicles. It will also be important that planning and development takes into account relevant more detailed guidance such as the walking and cycling design guidance as part the LTCP and accessibility guidance, as well as ensuring connectivity with existing walking/cycling networks identified in Local Cycling and Walking Infrastructure Plans.

The diagram that follows sets out key questions to consider through the hierarchical approach.



Policy Option 19: Supporting Sustainable Freight Management

352. Movement of freight and goods is an inherent part of our market-based economy. Complex supply chains have built up over time, based on usage of a range of logistics facilities and the transport network. The majority of freight and goods are moved by road, both by Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs). Due to Oxfordshire's central location in the country and proximity to major ports and airports such as Southampton and Heathrow there are major freight movements through the county, particularly on the main road routes such as the A34 and M40, but also by rail.[56]

353. However, there has been increasing concern regarding the impacts of freight movements on particular areas and less strategic roads. The current Local Transport Plan freight strategy therefore recognises the benefits of focusing freight movements on the strategic road and rail network, as well as managing and mitigating the impact of freight movements in other areas.[57]

354. The NPPF (2019) Paragraph 104 (e) notes the need for planning policies to '*provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they*

[56] Supporting freight - England's Economic Heartland (englandseconomicheartland.com)
[57] LTP4 - Countywide and corridor strategies | Oxfordshire County Council

should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.'

355. At a more local level, the increasing demand for local deliveries to both homes and businesses enabled through digital connectivity has in turn driven increases in use of smaller goods vehicles. For example, the number of LGVs increased by 29% over the 10-year period between 2004 and 2014, with Department for Transport forecasting indicating continued growth over the next 30 years, including being much higher than HGV growth over the same period.[58] Looking to the future, there is also potential for further delivery of goods by automated and/or electric vehicles, or drones should relevant legal and practical considerations be overcome[59]. There is therefore a need to look at how to best manage this demand for shorter distance journeys alongside management of longer-distance HGV movements, and look at opportunities to reduce associated environmental emissions. One example of this is supporting consolidation and transfer of freight for more local journeys by cargo bike, including through enabling new and enhanced facilities. 'Pedal and Post' is already operating successfully in Oxford and helping to enable further such operations across Oxfordshire will assist the move to more sustainable and low carbon last-mile delivery.[60] There is also opportunity to support delivery of the charging infrastructure needed to enable a move towards use of electrically powered LGVs in the shorter-term, and HGVs in the longer-term.

Policy Options

356. The preferred policy option would close the current planning policy gap and provide a strategic framework for considering freight issues as proposals come forward. These are not matters that are well suited to consideration through individual local plans given the strategic nature of freight movement and goods management across Oxfordshire and the need for consistent criteria for consideration of proposals.

Preferred Policy Option

Policy Option 19: Supporting Sustainable Freight Management

Development proposals would be supported that enable a move towards more sustainable freight and goods delivery, and which have the potential to improve system efficiency and effectiveness and allow uptake of lower carbon transport choices. Facilities that support uptake of zero-emission freight vehicles such as electric vehicle charging areas should also be supported.

However, such facilities will not be suitable at all locations. The following matters should therefore all be reviewed carefully before considering support:

- The alignment of any proposals with local, sub-national, and national policy and guidance;

[58] LTCP Baseline Report at: Local Transport and Connectivity Plan - vision consultation - Oxfordshire County Council Consultation Portal
[59] https://www.gov.uk/government/publications/future-of-mobility-automation-in-freight-transport
[60] http://www.pedalandpost.co.uk/

- The proximity of proposed facilities to relevant strategic transport corridors;
- The ability for facilities to be easily accessed by sustainable transport modes; and,
- Any environmental, amenity, or heritage impacts on surrounding areas.

Policy Option 20: Digital Infrastructure

357. The Oxfordshire Digital Infrastructure Strategy sets out that society is increasingly dependent on high quality digital infrastructure provision for our everyday needs. [61] This was thrown into focus during the recent COVID-19 pandemic where digital provision was key in enabling many people to continue to work and access services and facilities remotely. However, the trend towards a more digital world was already happening before then, with a move to cloud storage and applications, the increasing trend and requirements around homeworking, and the significant growth in video-on demand content. Demand for high quality digital connections is only going to grow in the future with the move towards Internet of Things and Artificial Intelligence.

358. The Oxfordshire Digital Infrastructure and the national Future Telecoms Infrastructure Review outlines that in order to provide for this more digital world there is a need to focus on roll out of both full fibre broadband (allowing for reliable internet speeds of up to 1Gbps/ 1,000 Mbps), and the infrastructure needed to support deployment of 5G mobile technology. [62]The review targets near 85% nationwide coverage of full fibre by 2025, and deployment of 5G to the majority of the country by 2027. In short, it is expected that full fibre and 5G mobile coverage should be norm within 5 to 10 years.

359. In practical terms, full fibre provision relies on the effective laying of fibre optic cabling, whilst 5G depends on traditional mast mounted equipment and also small cell deployment. Small cell technology is in turn dependent on mobile transmitters every 100m or so, and most transmitters require a fibre connection. Both technologies therefore need to be planned together when being rolled out in a particular area, such as a new development.

360. Para 112 of the NPPF (2019) makes clear that planning policies should '*support the expansion of electronic communication networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.*'

361. The benefits of providing this infrastructure at the outset of new development are:

- Allowing delivery of 'smart homes' that help residents in their day-to-day lives, for example by better controlling heating to reduce energy consumption;
- Allowing residents to work from home or local offices reducing the need for commuting;
- Ensuring that all new residents have full access to high quality digital provision from when moving in, making sure that they are not digitally excluded;

[61] https://digitalinfrastructureoxfordshire.co.uk/whats-next/timeline-strategy/digital-infrastructure-strategy
[62] https://www.gov.uk/government/publications/future-telecoms-infrastructure-review

- Giving new residents live provision of real-time integrated public transport information where journeys are necessary;
- Allowing for provision of sensors in homes of vulnerable people to enable access to services and permitted monitoring of live health data; and;
- Facilitation of a Living Labs environment to trial new technology.

Policy Options

362. An Oxfordshire-wide approach will ensure that all development proposals take into account national strategy and guidance as well as securing the scale of investment needed to secure a full rollout of investment.

Prefered Policy Option

Policy Option 20: Digital Infrastructure

In this approach all new residential and business developments would plan for the provision of fixed and mobile technology from the outset.

Full fibre broadband connectivity should be provided, with full ducting for use of fibre cabling to be designed and laid out during the construction of development.

Alongside any other supporting infrastructure, this should also provide and support roll out of 5G mobile technology throughout the development. Infrastrucure providers should ensure works are effectively co-ordinated with other parties, including the Highway Authority.

Policy Option 21: Strategic Infrastructure Priorities

363. New development needs to be supported by high quality infrastructure. This needs to be delivered in a timely fashion, alongside delivery of housing, employment and other types of development. However, the funding and delivery of infrastructure is complex, with many different infrastructure providers and funding streams. Funding for key infrastructure to be directly delivered on development sites such as schools and green spaces can often be secured directly through Section 106 payments.

364. Funding for more strategic infrastructure such as major transport improvements is often more complex, requiring input from a number of public and private sector partners. It can often require a package approach, with developer contributions matched with funding from elsewhere such as central Government which is often short-term and competitive in nature. Other investment, such as provision of new digital networks, is largely private sector led.

365. The respective Oxfordshire local plans are all supported by Infrastructure Delivery Plans (IDP), which set out in particular the infrastructure seen as needed to support delivery of allocated development sites, and planned funding sources and timing for delivery. All four Districts, the City of Oxford and the County

Council are also now required to produce an Infrastructure Funding Statement annually which sets out how developer contributions are being spent.

366. However, there has been a recognition for some time that strategic infrastructure requirements and funding often needs to be considered at an Oxfordshire-wide level. In 2017 an Oxfordshire Infrastructure Strategy (OxIS) was initiated and subsequently endorsed by the Oxfordshire Growth Board which reviewed and prioritised strategic infrastructure across the county, with a timescale of up to 2040. This was the first time that infrastructure priorities had been considered comprehensively in Oxfordshire in this way and has helped secure significant funding for major projects such as improvements to the A40, and a new bridge over the Thames north of Didcot.[63]

367. In 2020, the Growth Board agreed that the Oxfordshire Infrastructure Strategy should be updated, and a Stage 1 OxIS, covering the period up to 2040 has now been produced. A key emphasis of the OxIS update was the need to consider and prioritise defined strategic infrastructure against a set of strategic needs. These were very much aligned with the principles set out in the Oxfordshire Vision, focused on the Environment, Health, Place Shaping, Productivity and Connectivity, with a set of indicators under each area allowing for a qualitative score to the produced for each infrastructure project. The relative importance to supporting housing and employment growth was also considered in the assessment, based on linkages with local plan allocated growth.

368. The OxIS Stage 1 update has allowed for an objective assessment to be undertaken of the relative importance of different strategic infrastructure, and its alignment with currently planned growth. This has resulted in identification of priority schemes in infrastructure types including transport, education, green and blue infrastructure and water management. It has also identified the funding gaps and requirements for this infrastructure. Though considering against a range of needs, the work has also given a better understanding of how different types of infrastructure perform against wider outcomes.

Policy Options

369. Alongside other evidence, the OxIS Stage 1 report will help inform the refinement of Oxfordshire Plan spatial options towards a preferred option at Regulation 19 stage. It is also intended that a final Stage 2 report will be produced to assess strategic infrastructure priorities to 2050 and consider how these align with the preferred spatial options. It is expected that this will provide a strategic infrastructure framework for delivery of infrastructure needs alongside new development and inform the more detailed planning for sites at the local plan level. In effect, it is expected to become the Infrastructure Delivery Plan to support the Oxfordshire Plan.

370. The preferred policy option seeks to ensure that the Oxfordshire Plan and the OxIS are aligned, given the significance of strategic infrastructure that frequently crosses more than one local planning authority.

Preferred Policy Option

[63] https://www.oxfordshiregrowthboard.org/projects/original-oxis/

Policy Option 21: Strategic Infrastructure Priorities

Development proposals would be planned to both take account of and take opportunities to support delivery of the strategic infrastructure priorities identified in the Oxfordshire Infrastructure Strategy (OxIS), and any subsequent updates. Local plans, and any supporting documents such as Infrastructure Delivery Plans, and Infrastructure Funding Statements should also take into account OxIS when being developed and updated.

Alternative Policy Option 21-01

371. Safeguard land for strategic infrastructure priorities. This is not preferred, as this should be considered in more detail in the individual local plans that follow the completion of the current OxIS work programme.

Theme Five: Creating Jobs and Providing Homes

Creating Jobs

372. Oxfordshire is ambitious for its economy and is forwards looking. The Oxfordshire Plan seeks to help Oxfordshire to position to meet global challenges and secure new economic opportunities. With significant sector strengths in life sciences, high-performance engineering and R&D, local opportunities include ensuring we are reducing inequalities and ensuring all citizens have an opportunity to access new local jobs as well as advanced skills and education.

373. Economic priorities for Oxfordshire draw on the strategies prepared by the Oxfordshire Local Enterprise Partnership, including the Strategic Economic Plan and the COVID Recovery Plan. The Oxfordshire Plan supports the delivery of those two economic plans, recognising the importance of the wider economy, which the planning system should support and seeks to ensure that the planning authorities across Oxfordshire can respond to the impact of COVID on retail and hospitality sectors through re-imagining the role of our town centres.

374. The Oxfordshire Plan contains proposals to assist with the economic recovery from COVID. These proposals build on the strengths of the economy and seek to harness its capability in the long-term to maintain high level of GVA growth, to secure the retention of young people, and improve access to skills and training resources.

375. The Oxfordshire Plan recognises that the economy will continue to evolve over next 30 years; this Plan seeks to support that evolution and assist it to become less carbon dependent. The Plan also seeks to support economic innovation as well as improved productivity by ensuring that land use is flexible and can adapt to economic change in both rural and urban Oxfordshire.

376. The Oxfordshire Plan looks to take full account of climate change and the need for environmental enhancement to achieve a greener economic future. The use of 5G and the application of new advanced digital infrastructure will help our businesses and institutions position for the future, as well as help to maintain the current high levels of home working.

377. Over the 30-year duration of this Plan, new affordable housing in Oxfordshire will both reduce the need to travel long distances to work, and through the provision of a wider range of house types help to ensure that the workforce of Oxfordshire companies can live in the County and economic success is not held back. Equally, new and renewed business premises will extend the capacity available of floorspace, employment and in Oxfordshire.

Theme Five – Meets the following Objectives of the Oxfordshire Plan

No 1. To demonstrate leadership in addressing the climate emergency by significantly reducing greenhouse gas emissions.

No 5. To sustain and strengthen Oxfordshire's economic role and reputation by building on our key strengths and relationships.

No 6. To ensure that the benefits and opportunities arising from Oxfordshire's economic success are felt by all of Oxfordshire's communities.

No 7. To meet Oxfordshire's housing needs, including affordable housing, and to ensure that housing delivery is phased appropriately to support the needs of our communities.

No 8. To ensure that new housing is flexible to meet the varied needs of people through all stages of life.

No 9. To deliver high quality, innovatively designed development that ensures efficient use of land and resources.

Policy Option 22 - Supporting the Creation of Jobs

378. The Oxfordshire Plan is aligned with the Oxfordshire Local Industrial Strategy (LIS)[64] and seeks to maintain the economic success of the county over the long-term. A central piece of evidence for the Oxfordshire Plan is the Oxfordshire Growth Needs Assessment (OGNA) which considers the housing need figure across a range of scenarios, including options that consider the relationship to economic growth.

379. Like many issues affecting land use planning, the UK approach to regional and local economic growth is changing. This is partly due to COVID-19 and Brexit, as well as securing the economic aspirations of the Oxford to Cambridge Arc, and the Government's focus on 'levelling up' across the UK and its 'Plan for Growth', launched alongside the March 2021 budget. The current Oxfordshire LIS responds to the UK Industrial Strategy which aims to increase growth and productivity, creating more prosperous communities, much of which is core thinking in the emerging Government approach.

380. The Oxfordshire LIS is underpinned by three guiding principles: i) Invest in Oxfordshire, deliver for the UK; ii) Oxfordshire – the UK's 'innovation engine'; and iii) Global Oxfordshire, Global Britain. The key sectors and technologies in which Oxfordshire excels has global reach, meaning Oxfordshire is a critical driver for UK economic growth post-Brexit. The Oxfordshire Plan is one of the tools by which this economic success is to be maintained.

381. The LIS identifies key assets in the innovation ecosystem which underpin that strategy; the LIS looks to build on these strengths and assets to drive R&D

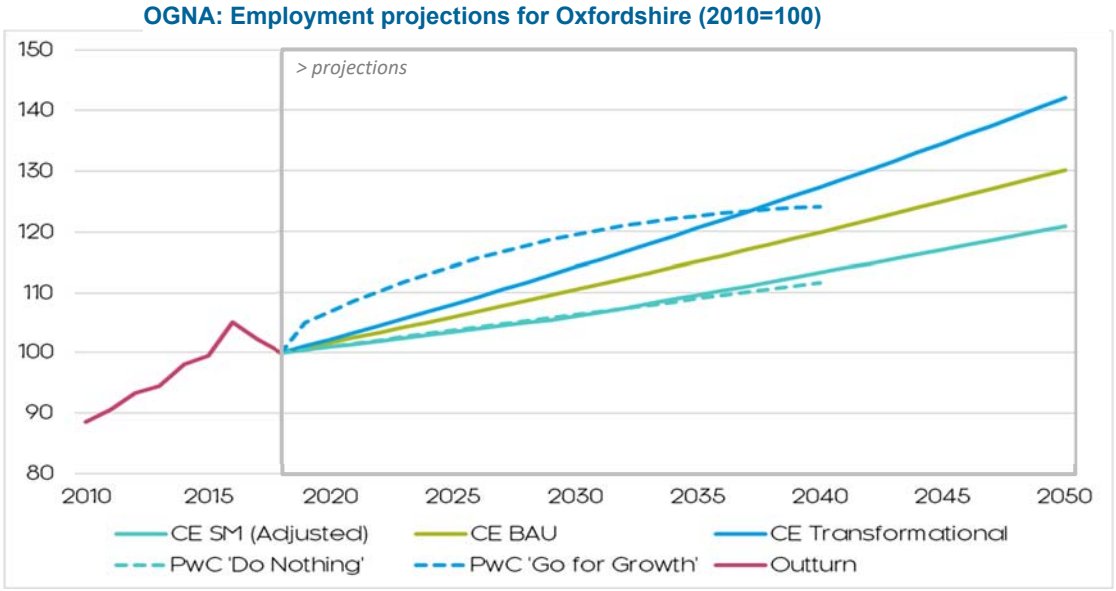
[64] Local Industrial Strategy | OxLEP (oxfordshirelep.com)

and innovation across the region. The Oxfordshire Plan seeks to strengthen the economic activity taking place in our town and city centres, plus the business and science parks located across the county, as 'priority locations' and supports those priority sectors where strategic jobs growth is focussed as identified in the LIS.

382. The Oxfordshire Plan supports the creation of jobs across a range of sectors and in various locations, particularly to achieve the shift to 'good growth' as the economy begins to transition to address climate change.

383. One of the purposes of the Oxfordshire Plan is to consider the level of employment growth and the links to housing need over the Plan period. There are a number of ways to identify the requirements for job growth figures, but there is considerable uncertainty later on in the Plan period, from 2040 onwards.

384. The following figure is taken from the OGNA and highlights the range of forecasts for job growth 2020-205020.



Source: ONS, Cambridge Econometrics, PwC.

Policy Options

385. There are a number of policy options that have been considered including whether to encourage appropriate forms of development which would lead to the creation of jobs, without placing any numerical requirements on any of the local planning authorities. The Oxfordshire Plan could provide the strategic framework for emerging local plans and neighbourhood plans to work with.

386. One other alternative would be to use a floor space calculation of new B Class employment instead of a jobs number for the Plan as a whole.

387. The challenge with both these alternatives is that the Oxfordshire 2050 Plan is looking to secure a progressive change to business working practices to 2050 and such approaches are traditional rather than transformational. In

addition, recent changes to Use Class orders (new Class E) has made calculating floorspace requirements difficult. Therefore, we consider that the proposed policy option is likely to be the better option as it provides an overarching positive strategy which local plans and neighbourhood plans can build on, responding to local circumstances.

Preferred Policy Option

388. The proposed policy option could be to consider the level of jobs growth using the OGNA trajectories to identify the employment growth figure for Oxfordshire for 2020-2050. Economic growth and housing growth would need to be aligned and take into account a range of other factors. The decision on the appropriate level of jobs growth would be taken alongside the final decision on the housing growth figure that will draw on the OGNA scenarios.

389. The OGNA calculations could then be broken down into tranches for the local planning authorities to use (e.g.10 years) in the preparation of local plans. Figures provided for each tranche would have to be indicative, and subject to review by local plans due to the complex nature of job creation and to allow for individual circumstances to be taken into account.

Policy Option 22: Supporting the Creation of Jobs

The Oxfordshire Plan encourages the creation of jobs which align with the objectives of the Plan.

The Oxfordshire Plan could use the OGNA scenarios to consider the level of jobs growth and identify the employment growth figure for Oxfordshire for 2020-2050. This would align job creation calculations with the housing growth scenarios that the OGNA considered.

Policy Option 23 - Protection of Economic Assets

390. Oxfordshire has a significant network of business, science and technology parks located in the city and towns and in rural locations too. They range from the internationally significant sites at Harwell and Culham, to the smaller business parks on the edges of towns and offices within the city. They are the location for companies of different sizes and sectors and are a major focus for employment. This diverse economic base provides Oxfordshire with economic strength and resilience.

391. Oxfordshire has a number of economic assets that are of not only regional importance, but of national and international importance. These include, the MINI Plant in Oxford, known for its car production, and Harwell Science and Innovation Campus and Culham Science Centre in the Science Vale, both world-renowned for being the UK's leading centres for science, research and innovation. Additionally, the business, science parks, innovation and technology centres of Oxfordshire are where a significant amount of business activity takes place across the county. Ensuring that the buildings associated with these economic assets remain fit for purpose is an essential

component of how these locations continue to adapt to changing economic circumstances, current sector strengths and how those grow and evolve in the future.

Policy Options

392. The economy of Oxfordshire will continue to evolve over the next 30 years, supported through the Local Industrial Strategy and future economic growth strategies. This policy seeks to enable sensible forward planning by site owners and business operators about their future site and building needs for new economic purposes, for science, technology and innovation, as business needs change, in both the rural and urban parts of Oxfordshire. The policy would support a flexible intensification of economic activity at these sites, with re-purposed buildings and site layouts, new build and extensions as required.

393. The aim is to seek to ensure that the network of sites continues to support new innovative economic uses, but also becomes more sustainable, not just as buildings are upgraded, but as sites seek to reduce their carbon footprint and increase their take up of renewable energy, whilst supporting new aspects of the economy of Oxfordshire as innovation continues and key sectors continue to evolve.

394. The preferred policy option seeks to secure a consistent long-term approach across Oxfordshire to ensure that investment continues to flow to support the business and science park network as major economic assets.

395. One alternative policy option is to leave these considerations to future local plans. The disadvantage of this approach is to miss the strategic opportunity from an Oxfordshire-wide approach. Strategic economic assets are at the heart of Oxfordshire economy. A framework policy is preferred to provide a minimum level of consistency of approach across Oxfordshire.

Preferred Policy Proposal

Policy Option 23: Protection of Economic Assets

The Oxfordshire Plan would continue to support the appropriate growth of economic assets. This growth may come in the form of:

- New investment in the physical fabric of economic assets and their estate.
- Economic assets being extended as well as re-purposed, re-provisioned and re-used for new and innovative economic activities.
- Flexibility on what those future economic uses might be to support economic innovation within them, recognising that Oxfordshire has strengths in key economic sectors and over the 30 years of this plan we would anticipate new sectors emerging from the investment by the private sector, entrepreneurs, the Universities, LEP and Government.

Appropriate growth would be supported particularly where there is:

- Investment in renewable energy provision and higher quality more sustainable buildings and a focus for new digital infrastructure.

- An increased use of renewable energy including charging points for electric and hybrid vehicles.
- Improved walking, cycling and public transport connectivity and capacity.

The loss of existing economic assets would not generally be supported unless proposals are in accordance with the relevant development plan policies across the districts and city concerned with the loss of economic assets.

The Oxfordshire Plan would support flexible working practices, including live-work accommodation. As we wish to retain and grow economic uses across Oxfordshire's economic assets, we will not support the loss of economic assets to housing but will support the introduction of live-work units where that supports the success of the economic asset and the economic activities undertaken.

Policy Option 24 – Town Centre Renewal

396. Major changes are affecting town, city centres and other urban centres, with dramatic retail changes and high levels of vacant premises. The changing role and nature of retail is generating significant uncertainty, while the full implications and impacts from the period of the COVID -19 pandemic (2020/1 - 2021/2) are not yet known. At the same time, recent changes to planning controls and Use Class Order Amendments are expanding more flexible changes of use away from retail.

397. Re-imagining and re-purposing town centres and urban centres is essential to enable new economic activities to come forward for consideration, to enable new economic uses to be accommodated and to plan for change over the long-term. Our policy approach is intended to support the vitality of service centres, being flexible and responsive to future changes, and supporting the high-level retail hierarchy. It is intended to set the context for future local plans.

398. We want to see town and urban centre uses supported with an increased role for a range of leisure facilities, new business uses, new live-work facilities, hospitality and the night economy. It may also require a local level move to review the extent of the primary retail frontage to most effectively protect the remaining retail uses. Consideration will also be needed as to how the challenge of the circular economy is to be addressed.

399. While this policy focuses on land use matters, there are a range of active measures outside of planning that can be taken to strengthen town and urban centres including promotion, shopper directories, loyalty cards, cultural events and festivals, and shop front renewal schemes, all of which can help generate new footfall into our towns.

Policy Options

400. The preferred policy approach seeks to provide the local planning authorities with an enabling policy with which to respond quickly to support newly arising economic opportunities in the city and town centres across Oxfordshire. It establishes a framework policy to support long-term action at the local level

following the major changes to retail and the hospitality sector accelerated through the COVID period.

401. Establishing an Oxfordshire-wide framework is judged the right means to enable forward planning by developers in conjunction with the local planning authorities and the local business community and Parish/Town Council affected.

Preferred Policy Proposal

Policy Option 24: Town Centre Renewal

To encourage new dynamism into the central area of each market town (and Oxford's city, district, urban and local centres) and generate new footfall, the Oxfordshire Plan would support the vitality and viability of town centres. At each of the market towns and Oxford City, the Oxfordshire Plan will support the changing nature of our town centres and provide future flexibility to this change, for example, by continuing to support the retail uses, and in addition, supporting new measures including:

- New leisure and hospitality uses, including the night-time economy and 'pop up' venues in vacant buildings.
- New economic and business uses including where appropriate, new live-work units.
- The redevelopment of town centres to make them more visually appealing.
- Markets and their facilities, traditional, seasonal and contemporary.
- New cultural activities, community uses and the consolidation of civic facilities.
- Improved walking, cycling and public transport facilities to and from town centres to surrounding residential areas.
- Taking account of the role that heritage has to play in creating a sense of place and a dynamic town centre environment.
- Taking account of unique, local factors and not taking 'a one-size fits all' approach.

We would encourage the preparation of a town centre strategy between the local planning authority, landowners and businesses to consider challenges and opportunities on a holistic basis and as the means to take local level decisions about the most appropriate boundary of the areas to be devoted to primary and secondary retail, recognising that it may be most effective to reduce the area and consolidate and strengthen the remaining zone.

Policy Option 25 - Visitor Economy

402. We recognise the importance of sustainable tourism for Oxfordshire's economy and the jobs it creates. As the economy recovers from COVID and the visitor economy looks to new provision, we anticipate opportunities to grow this important economic sector in Oxfordshire.

Policy Options

403. The Oxfordshire Plan is considering major developments that have an impact beyond more than one district or the city. Large tourism proposals that can have an impact county-wide or across more than one district or the city would be covered by this policy. The Plan aims to set out a positive approach to encouraging new sustainable tourism development in appropriate places, to benefit urban and rural Oxfordshire based on a coordinated approach to infrastructure to support sustainable tourism development and investment.

404. The Oxfordshire Plan recognises that Oxfordshire's heritage is a key aspect of its tourism industry, likewise the business use of facilities such as through hotels at business parks plays a significant role in generating footfall.

405. One alternative policy option is to leave these considerations to future local plans, but our recommendation is to put a framework policy in place to enable forward planning by developers in conjunction with the local planning authority and the local community and Parish/Town Council affected

406. The preferred policy option seeks to set in place a strategic framework to address those proposals that are likely to impact on more than one local planning authority.

Preferred Policy Proposal

Policy Option 25: Visitor Economy

We want to encourage new development to advance the visitor economy designed to have a national and international draw. Proposals for such purposes could be supported under this option, subject to the following criteria to guide development, including:

- The provision of new conference facilities, high grade hotel accommodation, resort hotels and museums, new stadium-scale sports facilities designed to have a national and international draw.
- The development of new leisure complexes and the provision of associated specialist sports equipment.
- New adventure-based tourist attractions and sports-based leisure and visitor facilities.
- Active tourism in rural Oxfordshire that supports the rural economy and diversification.

We would expect all new visitor facilities to meet the following criteria:

- They must be located either a) within the built-up areas of the city, towns and villages, and in the villages, development must be proportionally scaled and in keeping with the character of the settlement, or b) development outside of these areas in rural Oxfordshire would be supported where it supports rural diversification and is proportionate to the rural location.
- Being sensitive to the local and historic context.
- They must be located at sites which can provide excellent transport and connectivity, that are easily accessible by walking, cycling and public transport.

- Use of sustainable travel is encouraged and a sustainable travel plan would be required that sets out the details of the bus and rail connectivity that is to be secured.
- They must be designed with renewable energy provision and others to help reduce use of carbon.
- They must have minimal traffic, environmental, visual and landscape impact.

Policy Option 26 - Culture and Arts

407. Oxfordshire's city, towns and villages offer a variety of cultural and arts facilities that attract visitors well beyond the county's borders. Oxfordshire's world-renowned city of Oxford, as well as many of its traditional market towns and villages, play a role in making the county a sub-regional hive for cultural activity. Rural Oxfordshire too contains a diverse provision, from great houses to the Areas of Outstanding Natural Beauty, where rural arts, heritage and cultural activities are well established. As a result, it is considered important to ensure the continued growth of Oxfordshire's diverse cultural and creative industries.

408. Culture and the arts are a valued part of our society and play a key role in ensuring social wellbeing and community cohesion, as well as having a positive impact on our physical and mental health. Culture and the arts not only enrich our personal lives, but also our economy. In 2011, businesses in the UK arts and culture industry generated an aggregate turnover of £12.4 billion[65]. Cultural and arts facilities additionally serve an educational purpose, as for example, museums and galleries are often utilised by schools and universities for teaching and research.

409. In recent times the culture and creative industries have suffered as a result of the COVID-19 pandemic. It has therefore become increasingly important that they are supported in reflection of the difficulty faced by both industries during the pandemic, and the years that will follow it. It is also important to look forward to how these industries are likely to adapt and change in future. By 2050, these industries will likely turn increasingly more digital, so considering the changing physical nature of cultural and arts facilities is also necessary, as demand for temporary spaces such as pop-up venues may increase, whilst digital media venues may become more prevalent.

Policy Options

410. In order to ensure the continued growth of cultural and creative industries in Oxfordshire, a preferred policy option is proposed for inclusion in the Oxfordshire Plan 2050 which aims to advance these industries by supporting new strategic cultural and arts facilities across the county that will have regional, national and international draw.

411. One alternative policy option is to leave these considerations to future local plans, but our recommendation is to put a framework policy in place to

[65] The Arts Council evidence review

enable forward planning by developers in conjunction with the local planning authority where the proposal is likely to impact on more than one district.

Preferred Policy Proposal

Policy Option 26: Culture and Arts

In order to advance Oxfordshire's culture and creative industries, proposals for new cultural and arts facilities designed to have regional, national and international draw would be supported, including (but not limited to):

- New cultural centres, museums, exhibition halls, galleries, and other visual arts facilities.
- New performing arts centres, concert halls, theatres, auditoriums.
- The provision of public broadcasting facilities, including public television, radio stations and other electronic media outlets.
- Evening and night-time cultural venues such as public houses, night clubs, cinemas and music venues.
- Associated cultural and arts facilities, including studio and rehearsal space.
- Pop up culture and arts venues, such as in vacant buildings.
- New cultural and arts provision at the great stately houses of Oxfordshire.

We would expect all new culture and arts facilities to meet the following criteria:

- They must be located within the built-up areas of the city, towns and villages. In the district's villages, development must be proportionally scaled and in keeping with the character of the settlement. Development outside of these areas will only be supported in exceptional circumstances, for example where it is evidenced that it cannot be reasonably be located in the city, or a town or village in the county, such as at the great houses.
- They must be located at sites which can provide excellent transport and connectivity, that are easily accessible by walking, cycling and public transport.
- Use of sustainable travel is encouraged and a sustainable travel plan will be required that sets out the details of the bus and rail connectivity that is to be secured.
- They must be designed with renewable energy provision and others to help reduce use of carbon.
- They must have minimal traffic, environmental, visual and landscape impact.
- There is no negative cumulative impact resulting from the proposed use in relation to the number, capacity and location of other similar uses (existing or committed) in the area.

We would also seek to protect and retain existing cultural and arts facilities. Planning applications for the change of use of a cultural or arts facility must be accompanied by evidence to demonstrate that the continuation of the use of premises of the existing facility is nor viable. It must be demonstrated that:

- all reasonable efforts have been made to market the premises for its existing use; and
- all reasonable efforts have been made to support and improve the operation and management of the business; and

- it is demonstrated that suitable alternative facilities exist to meet the needs of the local community.

Policy Option 27: Meeting Skills and Education Needs

412. The Further and Higher Education (FEHE) sectors are one of the economic assets of Oxfordshire. The Universities of Oxford are world class and play a central role in the dynamism of the Oxfordshire economy, bringing forward innovation and technology, as well as new investment and company spinouts that act as a major driver of the economic success of the county.

413. Oxfordshire has historically had a high education and skills base. We will encourage and support development that will diversify and strengthen the skills and education base into the future to encourage its continued role in the innovation ecosystem.

414. We recognise that reorganisation and re-provision is likely to take place over the next 20-30 years, as Government policy changes, to provide new services to students of all ages, to respond quickly to demographic changes, improve skills access and to use land and property more efficiently and effectively. This enabling policy is designed to support effective forward planning by the sector to continue to meet the needs of training and education providers, as well as businesses of all sectors in Oxfordshire.

415. The provision of primary and secondary education facilities, along with those for early years and lifelong learning has a critical role to play in supporting population growth as well as meeting new training needs and improving access to the world of work. The demand for pre-school facilities is increasing due to changes in lifestyles and work patterns and is a critical underpinning of the economic dynamism of Oxfordshire.

416. We recognise the important role that skills and training facilities and schools have to play in maintaining the quality of life of communities and will support the growth plans of schools. The County Council in its role as Local Education Authority is responsible for securing provision of new schools and school places. It has a statutory duty to ensure that there are enough school places. The local planning authorities will work with the County Council and the FEHE sector to support the range of education and training facilities required, including provision of nursery, primary and secondary schools; further and higher education facilities; community learning facilities; special schools; and other educational facilities as required. This may include seeking the provision of new schools, contributions towards these facilities or contributions towards expanding existing facilities as new growth takes place.

417. We want to ensure that the design of these facilities is flexible enough to accommodate the changing needs of their users and the communities they serve. Where appropriate and agreed with the education & skills provider the use of the facilities after hours will be encouraged to support learning among the wider community and may be able to enhance recreation provision. New skills and educational buildings should be located in sustainable locations within the built-

up limits of settlements to secure active travel and improved public transport connectivity; as well as being considered within regeneration schemes to encourage social mobility and 'upskilling'.

Policy Options

418. The preferred policy option seeks to ensure that there is a framework policy in place to enable future development or the land use aspects of the reorganisations of skills and education facilities to be considered in a consistent way, especially where the provision reaches beyond administrative boundaries. This is an issue that has also arisen in a number of Duty to Co-operate discussions with neighbouring Councils.

419. One alternative policy option is to leave these considerations to future local plans, but our recommendation is to put a framework policy in place to enable forward planning by the institutions affected, with their developers in conjunction with the local planning authority and Oxfordshire County Council.

Preferred Policy Proposal

Policy Option 27: Meeting Skills and Education Needs

To support the provision of modern and up to date facilities to support existing and future education and training needs across the county:

1. The local planning authority should work with partners to support the provision of new schools, universities and colleges, community learning and other training facilities which provide for education and the development of skills across each district, the city and county-wide, where needed.
2. The provision of new facilities that are integrated into regeneration opportunities to support social mobility will be encouraged.
3. Education and training facilities should be designed to:
   a. achieve a high degree of durability and environmental efficiency to minimise maintenance and running costs;
   b. increase use of renewable energy and help reduce use of carbon;
   c. provide a safe, secure and pleasant environment conducive to learning;
   d. be sustainably designed and located to promote sustainable methods of travel, both by active travel and by public transport; and
   e. be designed to enable future expansion and long-term flexibility, as required.
4. The co-location of community and education facilities will be supported where they create community hubs that can serve the needs of the community and catchments that cross administrative boundaries.
5. Where proposals relate to large schemes or strategic housing developments or the expansion of existing campuses, an integrated, coordinated and comprehensive planning approach would be taken and a masterplan would be prepared, in collaboration and agreed with the local planning authority/ies, Oxfordshire County Council (OCC) and other statutory undertakers covering the

development of the whole site or sites. This will be especially important where the catchment crosses administrative boundaries. Any new education sites must comply with the OCC guidance documents issued at that time to ensure efficient and effective use of the site.

Providing Homes

420. The Oxfordshire Plan aspires to meet the housing needs of current and future generations.

421. The cost of housing continues to be a major issue across Oxfordshire and impacts on where people can live and what they can afford, whether they purchase or rent property. This is a particular challenge faced within Oxford City but it affects the neighbouring four districts too and impacts on the economy by leading to lengthy commutes and an inability to retain younger people leaving University.

422. The Oxfordshire Plan proposes to support the use of new construction technologies to both reduce cost of building new housing but to ensure it uses less energy too.

423. The Oxfordshire Plan proposes to support innovation over the next 30 years, be it in housing design, build quality and incorporation of measures to help tackle climate change.

424. The national push for 'zero carbon ready' homes has been embraced by the Oxfordshire Plan as part of its ambitious set of measures proposed in Theme One: Addressing Climate Change and builds on the innovation achieved on current development sites such as NW Bicester.

425. The Oxfordshire Plan proposes to set a framework for housing quality (see Themes One and Three) and undertaking health impact assessments (see Theme Three) to improve the quality of life for residents. The Oxfordshire Plan places an emphasis on tackling climate change and securing environmental betterment. That emphasis has led to the proposed emphasis on achieving high design standards, which are recognised as being essential for reducing inequalities as well as having environmental impact and helping to achieve improved health & wellbeing of residents, as well as reducing energy costs.

426. The Plan seeks to secure the retention of young people and the less well-off through the proposed adequate provision of affordable housing and to secure sufficient provision for older people too, through extra care, care villages and other types of provision. The Plan proposes to support people who can't afford access to the housing market, those in low paid jobs, and newly forming households with the need for smaller accommodation. The Oxfordshire Plan also supports the delivery of First Homes, a new national form of affordable housing. The Plan proposes to support new approaches to Community Led Housing, the use of Community Land Trusts and the contribution that public land has to play in enabling new innovative approaches to housing provision.

427. The Oxfordshire Plan proposes a strong brownfield land focus with support for programmes of urban renewal which means a reduced level of greenfield release with valued green space protected. The Plan looks to support the renewal of town centres.

428. The Plan will seeks to support achieving higher densities by building residential property higher, three or four storeys, in appropriate locations, to improve the overall land use and to reduce the need for more greenfield release.

429. Finally, the Plan looks to support the role of small and medium sized developers who tend to build the majority of smaller sites, to a high standard and more quickly than is achieved on larger sites. The planning authorities in Oxfordshire will explore the introduction of an accelerated consenting process.

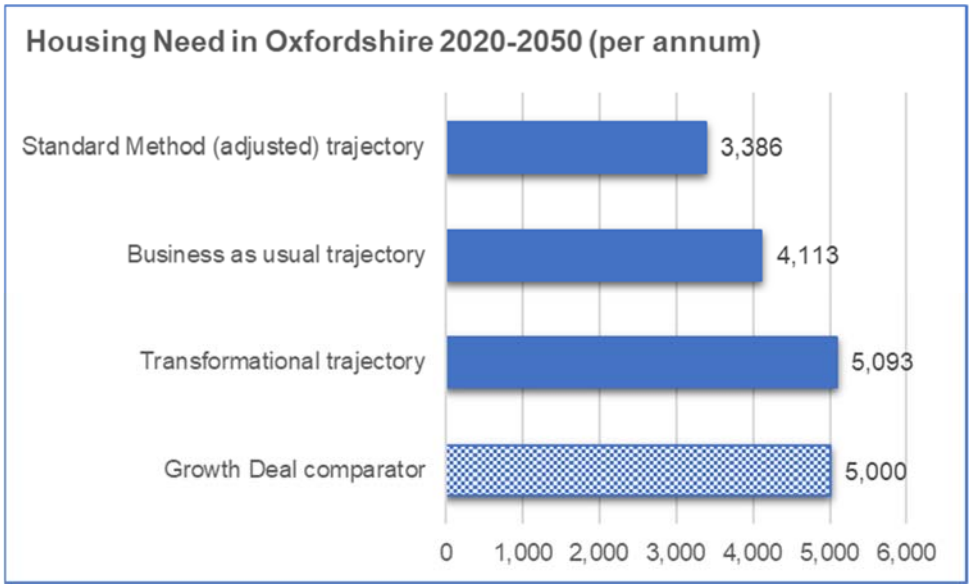
Policy Option 28 - Homes: How Many? Commitments and Locations

How Many Homes?

430. In planning for housing, the terms 'need', and 'requirement' have specific meanings. The Oxfordshire Growth Needs Assessment (OGNA) assesses the growth **needs** for Oxfordshire to 2050 to identify the range of what might be reasonable levels of growth to test through the Plan. It will then be for the Plan-making process to arrive at a growth **requirement** figure for the Plan policies.

431. The OGNA modelling focusses on three levels of growth: Standard Method adjusted, Business as Usual, and Transformational. These three show the range. The Oxfordshire Plan cannot go lower than standard method (or it would fail to comply with Government guidance), and it would be unrealistic to aim for higher growth than the aspirations in the Local Industrial Strategy (LIS), associated with the transformational trajectory given the need to balance homes and jobs, as well as the challenge of delivery and the environment and infrastructure constraints that exist.

Housing Need in Oxfordshire 2020-2050		
	Total	**Per annum**
Standard Method (adjusted) trajectory	101,580	3,386
Business as usual trajectory	123,390	4,113
Transformational trajectory	152,790	5,093
Growth Deal comparator	150,000	5,000



432. Whilst the OGNA has set out a range of housing needs figures it has not advised on a target or requirement that the Oxfordshire Plan should take forward. Through the Plan making process (including this Regulation 18 Part 2 consultation) we are testing the level of growth options. The decision on the final housing requirement will need to balance the OGNA with other evidence studies, and other decision-making tools such as Sustainability Appraisal, consultation, and the strategy set out in this Plan. This process will follow the outcome of this Regulation 18 Part 2 consultation on the proposed strategy of the Plan, the proposed policy options and the proposed Strategic Spatial Options.

433. The next tranche of growth has already been committed in the 2020 – 2031/5/6 period of the Oxfordshire Plan through the City and District's planning consents. In a number of Districts, committed growth associated with consents continues into the period after 2031/5/6 due to the delivery period of strategic development sites and windfalls. In the next phase of Plan making the total of these commitments will be taken off the OGNA scenarios to present the 'residual' figure. This is the housing requirement that we will need to plan for.

Committed Growth

434. Oxfordshire has adopted local plans in place for each District with consents issued on allocated sites and others, such that committed growth runs from 2020 (the starting date for the Oxfordshire Plan) onwards and in 3 of the Districts there are strategic sites that will continue to be built out beyond the end of the local plan period which the Oxfordshire Plan needs to take into account in considering the housing requirement to be considered.

435. The next table (as of 2020/21) illustrates this.

District	Local Plan period	*To illustrate* 'Committed growth' using Plan trajectories	Completions since start date of Local Plan - 2019/20	Remaining to be built 2020/21 – end of Local Plan	To be built beyond end of Local Plan
Cherwell	2011-2031	22,840 (pt1) 4,400 (PRev)	11,202	16,038	**2,707** (NW Bicester)
Oxford	2016-2036	10,884	1,948	8,936	-
South	2011-2035	30,056	7,178	22,878	**2,815** (Chalgrove: 895 after 2035) (Grenoble Rd: 520 after 2035) (Culham: 1,400 after 2035)
Vale	2011-2031	25,359	9,112	16,247	**1,883** (Valley Park, Didcot: 713) (Grove Airfield: 1,042) (NW Valley Park: 128)
West	2011-2031	15,799	4,437	11,362	None
Totals		**109,338**	**33,877 approx.**	**75,461 approx.**	**7,405**
				***Illustrative* Committed Growth 2020/21 onwards = 82,866**	

436. This committed growth (taken from local plan trajectories to illustrate the issue at this stage) should be taken into account. The table below illustrates the 'residual figure' that arises by taking the OGNA scenario figure minus committed growth to leave a 'residual' figure:

OGNA Homes 2020-2050		*Illustrative* Residual (OGNA minus Committed Growth). Approximately
Standard Method	101,580	18,714
Business as usual trajectory	123,390	40,524
Transformational trajectory	152,780	69,914

437. So, the range of new growth we intend to test in the preparation of the Regulation 19 Plan is of the order of 18,000-70,000 homes (not 101,000-153,000). This lower range is the basis for looking at broad areas of growth through the Oxfordshire Plan 2031/5/6 to 2050. i.e. over a 20-year period, after the end of the current adopted local plans. *Note:* In considering this issue in the preparation of the Regulation 19 Plan we will use the most up to date data from AMRs from each local planning authority to ensure we use a common basis for the calculations.

438. The decision on where in the range the housing requirement for Oxfordshire should sit will be informed by the outcome of the evaluation and evidence in the next phase of plan-making in preparing the Regulation 19 Plan.

Locations

439. The Oxfordshire Plan has identified five strategic spatial options for consideration in the next section of the consultation document. These options take into account the locations for growth set out in the adopted local plans.

440. The next stage of the development of the Oxfordshire Plan will consider the application of the growth need numbers to assess the most appropriate locations for future growth to be identified in the Regulation 19 Plan version.

Preferred Policy Option

Policy Option 28: Homes: How Many? Commitments and Locations

Through this consultation on the Regulation 18 Part 2 stage of the Oxfordshire Plan, the scenarios for the total housing requirement figure 2020-2050 (the OGNA) need to be considered and views are sought.

The Regulation 19 stage will consider the OGNA range taking the level of committed growth into account using AMRs, its ongoing delivery as well as the identification of a residual figure that is broken down into tranches (e.g. 10 years).

Commitments

It is proposed that the Regulation 19 Plan is prepared on the basis of what is already committed in the five Districts using the most up to date AMRs, deducted from the OP2050 requirement identified through the OGNA.

Locations

Homes and jobs to be delivered in strategic locations following a process of assessment.

District-level figures will be provided for the remaining requirement (i.e. OGNA minus committed growth level).

As the Strategic Spatial Options section shows, as part of the site assessment process to take the proposed options forward in detail, we propose to use a step-by-step process, drawing on our extensive Plan evidence base to assess capacity and delivery in broad locations.

A range of evidence will be required including a HELAA, to assess capacity and availability of brownfield land, as well as constraints analysis on flooding, landscape and other factors, plus input from the SA/HRA and considerations of climate change.

The aim is to establish a final list of prospective locations for future growth that secure the objectives of this Plan and especially, sustainable outcomes, zero carbon growth and environmental enhancement.

Policy Option 29 – Urban Renewal

441. This policy aims to enable forward planning of urban renewal schemes and will include the reuse of brownfield land and an intensification of land use in our market towns, the City of Oxford and at the former MoD bases and sites

where the largest holdings of brownfield land are located. Urban renewal brings new vitality to areas and helps secure more sustainable locations, with investment in new services, new employment and improved health outcomes from urban re-design. The modernisation of housing and replacement of housing seeks to achieve higher residential densities, as well as more energy efficient, healthier living in higher quality housing.

442. New development can help secure gains and opportunities for the area being invested in, such as environmental gains, habitat creation and improved access to the countryside and improved walking and cycling opportunities. New affordable housing can be secured using Modern Methods of Construction (MMC) to secure significant energy gains for residents and reduced building costs.

443. Urban renewal is already taking place in a number of locations including the redevelopment of parts of Didcot and in the west end of Oxford around the rail station, whereas innovative approaches to custom build housing are being pursued at Graven Hill, Bicester. Urban renewal is expensive, and it takes time to prepare schemes with impact, so this is a policy that is intended to enable schemes to be developed with planning authority support through the life of the Oxfordshire Plan.

444. The policy will draw on brownfield land registers and support the forward programmes of redevelopment that are prepared by local planning authorities to bring new use to areas where private sector led schemes have been delayed. Joint ventures between the public, private, voluntary sector and other bodies such as Universities and other institutions will be supported.

Policy Options

445. The preferred policy option for the Oxfordshire Plan is to put in place a framework policy to guide the development of options to renew areas over the next 20 to 30 years.

446. One alternative policy option is to leave these considerations to future local plans, but our recommendation is to put a framework policy in place to enable forward planning by developers in conjunction with the local planning authority and the local community and Parish/Town Council affected.

Preferred Policy Proposal

Policy Option 29: Urban Renewal

Urban renewal schemes and the reuse of brownfield and 'underutilised land' to achieve a more efficient use of land and to help minimise the use of new greenfield land across Oxfordshire will be supported.

This policy would include:

- Support for proposals that include a package of measures to renew and replace existing buildings (i.e. those that are under-utilised, energy inefficient or are degraded or derelict), with more modern higher quality housing to achieve

higher densities where appropriate, as well as being designed to be more energy efficient and support healthier living.

- Mixed use schemes will be encouraged, with the colocation of employment and residential provision to improve the sustainability of the location.
- Support opportunities for investment in redevelopment and development to remediate despoiled, degraded, derelict, contaminated or unstable land where appropriate.
- The identification of appropriate areas for regeneration with a clear boundary within the market towns and the City of Oxford as well as major brownfield locations such as former MoD sites and areas of former MoD housing.
- Sensitivity to local context particularly where there are heritage assets.
- Support for the use of Modern Methods of Construction (MMC), including custom build, to secure energy gains for residents and reduced building costs.
- Support for opportunities for urban renewal and brownfield land development to achieve net environmental gains and recognise and utilise the function brownfield land often has in for example, wildlife, flood risk mitigation, and carbon storage.

Appropriate land will be identified through Brownfield land registers as well as programmes established for urban settings, through Council housing companies, Housing Associations and others.

Policy Option 30 - Affordable Homes

447. Affordable homes are greatly needed across Oxfordshire. The OGNA Phase 1 Report stated that 'evidence points to a very significant scale of need for affordable housing in Oxfordshire'. Across the county, average house prices are at over 10 times median earnings, and up to 17 times median earnings in the city of Oxford. The high cost of housing has significant impacts for those living and working in Oxfordshire, as well as on economic growth. High house prices have led to those working in Oxfordshire needing to commute longer distances to and from their workplace, which in turn puts increased pressure on transport infrastructure across the county.

448. Increasing land values across Oxfordshire combined with land availability constraints, means that it is likely that house prices will worsen during the plan period. Innovative methods of construction, such as 'Modern Methods of Construction' (MMC) can reduce the building cost of housing, including affordable housing, whilst also securing energy gains for residents. Community-led housing (CLH) schemes are also an innovative way in which affordable housing supply can be boosted. CLH schemes also help to deliver not only much needed affordable homes, but also additional benefits to the communities they serve, as the homes are delivered by local people for local people. As identified in the OGNA Phase 1 Report, other initiatives such as local authority house building (supported by national Government) could help to boost affordable housing delivery, and also help councils to return to their historic role as provider of homes in the four districts and the City of Oxford.

449. Importantly, the delivery of affordable homes is also influenced by Government funding and initiatives aimed at increasing affordable housing supply (both for rent and purchase) including home ownership through subsidised routes such as shared ownership and the First Homes scheme. First Homes are a specific kind of discounted market sale housing and is the Government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations. In order to quality as a First Home, a property must be sold at least 30% below the open market value, however local authorities and neighbourhood planning groups have discretion to require a higher minimum discount of either 40% or 50% if they can demonstrate a need for this. Local authorities are also encouraged to ensure that First Homes work well in their area, which may include requiring a higher minimum discount, lower price or income caps, or local connection/key worker requirements. This provides an opportunity for all the Oxfordshire authorities to understand their individual needs.

450. Public funding is also a key factor in helping to support delivery, and locally this has been secured through the Oxfordshire Housing and Growth Deal and is also available at a national level through the Government's Affordable Homes Programme. A variety of methods will be needed to ensure the delivery of affordable homes in Oxfordshire is maximised, and the inclusion of an affordable homes policy in the Oxfordshire Plan 2050 is a way in which it can help achieve this aim.

451. The provision of affordable housing is well established nationally and locally, with the NPPF setting out clearly that affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer).

Policy Options

452. In order to help address the acute affordable housing needs across the county, it is proposed that the Oxfordshire Plan 2050 includes an overarching policy that ensures maximum levels of affordable housing are delivered on new residential sites across Oxfordshire. This would mean that the detail surrounding tenure mix and affordable housing requirements (expressed as a percentage) would remain a decision for local authorities to include in their local plans in light of local evidence. The Oxfordshire Plan is not setting a county-wide figure for affordable housing.

453. One alternative policy option would be to include percentage requirements and/or tenure mix targets in the Oxfordshire Plan to ensure a consistent, strong and diverse affordable housing mix across the county. However, this is not the preferred policy option as it could potentially overlook the differences in the housing market across Oxfordshire. Affordable housing requirements vary across the Oxfordshire authorities and it is important that all the authorities retain this flexibility to be able to respond to local circumstances. It would also be difficult to ensure that the policy has the necessary flexibility to plan over the longer term to 2050, when the needs of Oxfordshire might change. The remaining alternative option would be to not include an affordable homes policy in the Oxfordshire Plan, but instead leave all decisions and detail regarding affordable housing to local plans.

Preferred Policy Option

Policy Option 30: Affordable Housing

In order to help address affordable housing needs across the county, the Oxfordshire Plan would require local plans (and neighbourhood plans where relevant) to seek maximum levels of affordable housing on residential (use Class C2/C3) development sites of 10 units or more, those in excess of 0.5ha (subject to local viability considerations), and within the Areas of Outstanding Natural Beauty (AONB's) development sites of over 5 units.

In order to ensure residential development sites are well integrated and cohesive, the affordable housing units should be visually indistinguishable from market housing on site, and thus 'tenure blind'.

Affordable housing units should also be distributed throughout the site to prevent concentrations of affordable homes in one particular area. Any limitations on number of affordable units being clustered in groups should be set out in local plans, informed by local evidence and site-specific circumstances.

Tenure mix targets and affordable housing requirements (expressed as a percentage) will be for local plans to decide in the light of local evidence.

Innovative arrangements such as Community Led Housing schemes will be supported.

Alternative Policy Option 30-01

454. Instead of leaving tenure mix to local plans, should the Oxfordshire Plan 2050 set tenure mix targets across Oxfordshire?

455. This could be added to the policy set out above. An example of how percentages could be split (that reflect existing local plans and between the City of Oxford and neighbouring Districts) is as follows:

- 25% Affordable Rented
- 35% Social Rented
- 15% other routes to affordable housing (including shared ownership)
- 25% First Homes

456. But the risk of this approach is that it is less robust and reflective of changing circumstances over the longer-term period that the Oxfordshire Plan is intending to address.

Policy Option 31 - Specialist Housing Needs

457. Across Oxfordshire there is a wide range of housing needs. One of Oxfordshire's key strengths is its thriving and diverse communities, therefore providing the appropriate types of houses for these communities is essential.

458. The NPPF sets out that the housing needed for different groups in the community should be reflected in planning policies. This includes, but is not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their home and people wishing to commission or build their own homes.

459. Across Oxfordshire it is essential that housing is provided for different groups in the community, who all have different needs, in the right places. The needs of Gypsies, Travellers, Travelling Showpeople are addressed separately in the Plan. Across Oxfordshire, whilst there are similarities between the types of housing needed, each authority area is different and has its own specific needs.

460. Oxford City has a higher proportion of student accommodation due to the location of the universities. The Oxford City Local Plan 2036 responds appropriately to this through its policies. Whilst this high concentration in the city is likely to continue, during the longer-term plan period for the Oxfordshire Plan it is unknown if any university expansions are going to occur outside of the City. It may be that in looking forward, the universities decide to explore wider Oxfordshire options. Planning over this longer period the Oxfordshire Plan should be a position to provide a framework to assist the four districts and the City of Oxford in dealing with any future proposals.

461. One trend which is likely to have an impact on the four districts and the City of Oxford across the 30-year plan period, is housing for older people. People are living longer lives and the proportion of older people in the population is increasing. Oxfordshire has an aging population and it is forecast that this trend will continue. Housing for older people needs to be appropriately located with good access to public transport and local facilities, including shops and healthcare.

462. From previous consultations on the Oxfordshire Plan 2050, we know that making homes accessible and affordable and meeting a variety of needs is important to communities. In response to the Regulation 18 Part 1 consultation, it was highlighted that housing should meet a variety of needs, such as those of older people and people with disabilities. Some respondents also raised that the Oxfordshire Plan should make new homes accessible and affordable to local people, including key workers.

Policy Options

463. The Oxfordshire Plan will be determining a broad spatial strategy and broad locations for growth. As such it will not include detailed housing needs or requirements about the need for specialist housing. It is more appropriate to consider specialist housing matters via local plans and neighbourhood plans given the differences between provision and requirements in the Districts and the City of Oxford.

464. However, the Oxfordshire Plan can play a role in providing a framework for the local plans to work within. There are county-wide similarities with specialist housing that could benefit from a strategic level policy. A policy in the Oxfordshire Plan could provide high level support for the delivery of specialist housing, recognising the role the local plans will play in setting out the levels of appropriate specialist housing that should be delivered.

465. This policy is intended to be sufficiently flexible to allow the four districts and the City of Oxford to deal with individual needs. Policy could only be high level as evidence would be needed if policy became specific.

Preferred Policy Option

Policy Option 31: Specialist Housing Needs

1. The Oxfordshire Plan would support the delivery of specialist housing where meeting an identified need, in appropriate locations and where proposals conform with development plan policies.

2. Specialised housing may include, but is not limited to:

- Housing for older people
- Student accommodation
- Housing for key workers
- Housing for people with disabilities

3. Where appropriate, specialist housing should:

- be integrated into proposed developments and existing neighbourhoods to create mixed and balanced communities;
- have good access to public transport and local facilities;
- enable the delivery of well-connected locations which maximise walking, cycling and public transport;
- be appropriate for its intended occupant, e.g. living spaces, provision of storage and accessibility; and
- not result in significant adverse impacts on the amenity of neighbourhood uses.

Alternative Policy Option 30-01/02/03/04

466. An alternative policy option could be for the Oxfordshire Plan to consider the specific requirements for identified groups in the community, as set out below for example. However, this is not the preferred option as it could potentially overlook the differences in the housing market across Oxfordshire and local plans are the most appropriately placed to respond to locally specific housing needs.

1. Support the delivery of specialist housing where meeting an identified need, in appropriate locations and where proposals conform with local plan policies.

2. Where there is an identified need, housing for older people should:

- Have good access to public transport;
- Have good access to local facilities and services, including healthcare and shops;
- Be appropriate for its intended occupants;
- Not result in significant adverse impacts on the amenity of neighbouring uses;
- Provide suitable parking in accordance with the relevant parking standards and provide pick up and drop off facilities suitable for taxis, minibuses and ambulances; and
- Be built maximising energy standards in accordance with the approach set out in this document.

3. Where there is an identified need, student accommodation should:
   - Be appropriate for its intended occupants;
   - Be secured for student use;
   - Be integrated into proposed developments and existing neighbourhoods to create mixed and balanced communities;
   - Maximise walking, cycling and public transport in well-connected locations;
   - Not result in significant adverse impacts on the amenity of neighbourhood uses;
   - Provide suitable parking in accordance with the relevant parking standards; and
   - Be built maximising energy standards in accordance with the approach set out in this document.

4. Where there is an identified need, housing for key workers should:
   - Be appropriate for its intended occupants;
   - Be integrated into proposed developments and existing neighbourhoods to create mixed and balanced communities;
   - Maximise walking, cycling and public transport in well-connected locations;
   - Not result in significant adverse impacts on the amenity of neighbourhood uses;
   - Provide suitable parking in accordance with the relevant parking standards; and
   - Be built maximising energy standards in accordance with the approach set out in this document.

Alternative Policy Option 30-02

467. Another alternative option would be to not have a strategic policy on specialist housing in the Oxfordshire Plan and to instead leave it to local plans to set policies in relation to specialist housing need.

468. Local plans are best placed to address local housing needs, and this is reflected in the preferred policy option. However, leaving it completely to local plans is not the preferred approach as the Oxfordshire Plan provides an opportunity to establish an Oxfordshire wide overarching strategic policy on specialist housing.

Policy Option 32 - Gypsies, Travellers and Travelling Showpeople

469. All the local authorities in Oxfordshire have a responsibility to address the needs for Gypsies, Travellers and Travelling Showpeople. Currently across Oxfordshire there are 6 permanent council-owned traveller sites, providing 89 pitches and 21 privately run authorised sites[66].

470. In accordance with national planning policy, a county-wide Gypsy and Traveller Accommodation Assessment (GTAA) has been commissioned jointly to inform the production of the Oxfordshire Plan. The current evidence across the county comprises the Cherwell, Oxford City, South Oxfordshire and Vale of White Horse GTAA 2017 and the West Oxfordshire GTAA 2016. The Oxfordshire GTAA which will support the Oxfordshire Plan 2050 is an update of the 201 & 2017 GTAA's.

471. The Government's planning policy document, Planning Policy for Traveller Sites[67], sets out that local authorities should set targets which address the likely permanent and transit accommodation needs of Gypsies, Travellers and Travelling Showpeople. This document provides definitions for Gypsies and Travellers and Travelling Showpeople. For the purpose of planning policy 'gypsies and travellers' means:

472. '*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.'*

473. For the purpose of this planning policy 'travelling showpeople' means:

474. '*Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.'*

475. The Oxfordshire Plan will play an important role in assessing county-wide accommodation needs and travel patterns. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. It is important to note that Gypsies and Travellers and Travelling Showpeople have different accommodation need requirements. For example, Travelling Showpeople need additional space in order to store and maintain large equipment and vehicles.

476. The Oxfordshire Plan will provide an overarching framework, supported by the GTAA. The proposed methodology of the GTAA will provide an accommodation need figure based on ethnic identity; and also a figure based on the definitions above from national policy. The needs of those who are not

[66] Authorised Gypsy and Traveller sites | Oxfordshire County Council
[67] Planning policy for traveller sites - GOV.UK (www.gov.uk)

covered in the GTAA will be addressed through the Oxfordshire Growth Needs Assessment ('OGNA').

477. One of the aims of Government is working collaboratively to develop fair and effective strategies to meet need through the identification of land for sites. Given the transient nature of Gypsies, Travellers and Travelling Showpeople, collaborative working with neighbourhood authorities has played an important role and will continue to play an important role as the Oxfordshire Plan progresses. The Oxfordshire Plan provides an opportunity to work collaboratively to develop a county-wide strategy to meet these needs.

478. The GTAA will assess the accommodation needs of Gypsies, Travellers and Travelling Showpeople for the period 2020-2035 and consider potential future needs up to 2050 for the whole of the county. It will quantify the accommodation needs, relating to permanent pitches/plots, sites/yards, and transit sites and/or negotiated stopping arrangements. The GTAA will not recommend any sites for allocation; this will be done via local plans and the Oxfordshire Plan will provide the overarching strategic framework.

Policy Options

479. The proposed policy options relating to Gypsies, Travellers and Travelling Showpeople have been informed by the emerging evidence base, primarily the Oxfordshire GTAA. The GTAA will provide a need figure for each local authority, as well as advising on potential strategic approaches, but site allocations will remain with the local plan.

480. Due to COVID-19, the preparation of the GTAA has been delayed with the household surveys unable to be completed prior to this consultation. It is anticipated these will resume shortly and the final GTAA will be published at the next stage of consultation (Regulation 19).

Preferred Policy Option

Policy Option 32: Gypsies, Travellers and Travelling Showpeople

The Oxfordshire Plan will set out an Oxfordshire-wide need figure and local planning authority breakdowns in 5-year tranches per each authority.

The Oxfordshire Plan will set out locational criteria for the provision of pitches for Gypsies and Travellers, plots for Travelling Showpeople and transit sites/pitches, this may include, but is not limited to:

- Safe access for pedestrians and vehicles;
- Accessibility to facilities and services;
- Availability of utilities;
- Green Belt (subject to the provisions of the NPPF);
- Landscape – e.g. Areas of Outstanding Natural Beauty(subject to the provisions of the NPPF);
- Flooding;
- Historic and natural environment;
- Accessibility to preferred routes on the highway network; and

- Impact on human health/ natural environment/ local amenity.

Spatial Strategy Options

Introduction

481. This part of the Plan outlines the spatial strategy options on which we are seeking views. It begins by explaining the purpose of the options, the principles on which they are based, the criteria used to evaluate them and links with the Sustainability Appraisal process. The section outlines the scale and distribution of committed growth in Oxfordshire's existing local plans and goes on to describe five spatial strategy options. This part of the Plan concludes with a section on the process for selecting a preferred spatial strategy option and broad locations for growth in the Regulation 19 Plan.

Proposed Spatial Strategy

482. At this stage in the Plan preparation process, we are not identifying individual spatial strategy options that can necessarily accommodate all of Oxfordshire's growth over the next 30 years. Nor is any one of the options, taken in isolation, likely to form Oxfordshire's eventual long-term spatial strategy. It is much more likely that the preferred strategy in the Regulation 19 Plan will comprise components from more than one of the options which, when combined together and depending on how robust the potential interventions are likely to be, will most effectively deliver the Plan's priorities and the outcomes set out in the Strategic Vision for Oxfordshire.

483. Presenting a set of options allows us to explore how, and the extent to which, each option would deliver Oxfordshire's ambitions for long-term, transformative, sustainable development. The options have been broadly defined to consider opportunities for *'good*" housing and economic growth, but also opportunities for a wider range of improvements that contribute to *'good growth'*, including new infrastructure and environmental enhancements, as well as the scope for enhancing the beneficial use of the Green Belt, and constraints.

484. It is important that each of the options is 'reasonable', clearly defined and sufficiently distinctive to allow for robust testing as part of the plan-making process. Nevertheless, the five spatial strategy options are underpinned by a set of **common principles**.

- All options help deliver the Oxfordshire Strategic Vision and the Plan's Vision & Objectives. They seek to align economic, social and environmental objectives – though each option does this in different ways and to varying degrees because each is based on a different key driver for transformation.

- All options make effective use of land by planning positively for re-use of previously developed or brownfield land, including under-utilised land and buildings as urban regeneration schemes.

- All options prioritise the environment as a common thread that flows from the Oxfordshire Strategic Vision. This includes climate change, nature recovery, natural capital and enhanced resilience. This means there is no separate environment-led option.

- All options support the City of Oxford as the key driver for good growth within Oxfordshire.

- All options give priority to national policies that protect areas or assets that are of particular intrinsic importance and are likely to endure over the whole Plan period ***and*** are likely to impact on the distribution of development at the strategic scale.

- All options will seek to influence and shape the priorities within the emerging Spatial Framework for the Oxford-Cambridge Arc.

- All options recognise that in the short-term, adopted local plans will be particularly important in shaping Oxfordshire's spatial strategy, but that over the longer-term – the 30-year time-span of the Oxfordshire Plan – there is greater scope to effect change, but also greater uncertainty.

485. To evaluate the options, we have identified what the three overarching objectives of sustainable development mean in an Oxfordshire context and set them out as a set of **criteria**. There is a strong read-across between these criteria, Oxfordshire's Strategic Vision and this Plan's Vision & Objectives.

1. Guiding new development to the most sustainable locations.
2. Using land effectively by planning positively for brownfield land and supporting urban regeneration.
3. Protection and enhancement of Oxfordshire's highly valued countryside and landscape.
4. Enhancement of the network of green spaces and blue infrastructure in urban and rural areas in ways that deliver social, economic and environmental benefits.
5. Support for nature's recovery in ways that optimise the range of economic and social benefits that nature provides.
6. Creation of places that build community resilience in terms of climate change, health of habitats and healthy place-shaping.
7. Maintenance of an effective Green Belt around Oxford and enhancement of its beneficial use in line with national policy.
8. Planning for growth opportunities that will reduce inequalities and improve the health and wellbeing of the most disadvantaged.
9. Strengthening the conditions that support our network for economic activity comprising innovation hubs and clusters and corridors based on science and technology and other key economic assets.
10. Reducing the need to travel and improving connectivity, with new development located where there is existing or planned sustainable transport links (or the potential for such links based on new investment) and the potential for active travel.
11. Planning for further development at existing settlements where this can be done sustainably.
12. Contributing to the success of the Oxford-Cambridge Arc.

486. The evaluation of the options presented here is consistent, robust, objective, evidence-based, transparent and sets out at a high level the positive and negative impacts of each option and the interventions that would be required to deliver it.

487. The **Sustainability Appraisal** has played – and will continue to play – an important ongoing role in strategy and option development. The 'Introducing

the Oxfordshire Plan 2050' consultation document included the following set of spatial scenario typologies:

Spatial Scenario Typologies, February 2019

Scenario 1: Intensification of city, town and district centres

Scenario 2: New settlements

Scenario 3: Dispersal with development spread evenly across the county, including in smaller settlements

Scenario 4: 'Wheel' settlement cluster with a focus on Oxford and the existing larger towns and key corridors into Oxford and between towns

Scenario 5: Intensification around the edges of larger settlements and strategic extensions

Scenario 6: Spokes and hubs with a continued focus on Oxford and key corridors into Oxford

Scenario 7: 'String' settlement/ settlement cluster with development focused on a number of linked settlements.

488. These typologies were further refined following public consultation to inform the following set of eight potential alternatives for the spatial distribution of growth for consideration through the Sustainability Appraisal of the Oxfordshire Plan.

Spatial Alternatives, July 2020

1. Intensification in existing towns and cities**:** Increase density of existing and planned settlements, prioritise brownfield sites.

2. Intensification of housing development around strategic economic assets: Co-location of uses to meet business and research park needs.

3. Public transport 'Wheel' (transport-led): Concentrate development around areas of good public transport connectivity.

4. Rail 'String' (transport-led): Locate string of settlements along new/upgraded rail corridors (e.g. Cowley line).

5. OxCam 'String' (transport-led)**:** New development along route of OxCam Expressway, once the route has been decided, consistent with NIC Growth Deal aspirations.

6. Strategic road junctions: Concentrate development around strategic road junctions.

7. Proportionate dispersed growth between existing settlements (needs-led): Oxford, towns and villages.

8. New settlements with new strategic transport connections.

9. Protect environmental assets (environment-led)**:** Identify environmental constraints first (eg. strategic green and blue infrastructure, historic environment, flooding, AONB and other sensitive landscapes, best and most versatile agricultural land etc, possibly through natural capital mapping), then place housing and employment where they avoid significant impacts and enable enhancements.

Source: Oxfordshire Plan 2050, Sustainability Appraisal – Alternatives, LUC in association with Levett-Therivel Sustainability Consultants, July 2020

489. Alternatives 5 & 6 which would focus development on roads (the Oxford-Cambridge expressway for Alternative 5 and existing road junctions for Alternative 6) were the least sustainable alternatives of the nine considered through the Sustainability Appraisal. The expressway was formally cancelled by Government on 18 March 2021 after analysis showed that the proposed project would not be cost-effective, with any benefits outweighed by the costs.

490. Alternative 5 is no longer considered 'reasonable' and it has been discounted from further consideration.

491. Alternative 6 was assessed as having significant negative effects across a range of SA objectives, including health, reliance on the car, climate change, pollution, soils and efficient use of land, biodiversity and geodiversity and landscape. This alternative is also not considered 'reasonable' and none of the spatial options put forward at this stage focuses development on roads.

492. Alternative 8 (new settlements with new strategic transport connections) was assessed as having a mix of positive and negative effects, depending on the scale of new settlements, their location and the type of strategic transport connections created. New settlements have not been taken forward as a separate strategic spatial option in the Plan; rather a new settlement (or settlements) is considered as a spatial typology that could potentially help deliver several of the strategic options set out in this document.

The level of ‘committed growth’

493. As noted in the section on housing, the OGNA was commissioned because we recognised at the outset that in order for the Oxfordshire Plan to be robust, we would require a different approach to assessing Oxfordshire's long-term growth needs. The commissioning brief for the OGNA recorded:

494. ‘*National planning policy requires an assessment of Local Housing Need based on a standard methodology as set out in the PPG. However, there are limitations and uncertainties in applying a methodology over such a long timescale when it has been designed on the basis of 10 to 15-year local plans. For example, forecasting affordable housing need is particularly sensitive to*

market and pricing fluctuations so it is challenging to forecast over a long timescale to 2050.

495. As such the city/district councils are commissioning this assessment to provide bespoke analysis of the growth needs for Oxfordshire to supplement the Standard Methodology, to inform the preparation of the Oxfordshire Plan and which is capable of satisfying the soundness requirements for Examination.

496. *The aim of this study is to identify numerical scenarios for sustainable housing and economic growth needs in Oxfordshire over the period 2020-2050 based on consideration of key drivers including the housing market, demography and the economy. Taken together, the scenarios will provide a tool that policy-makers can use when developing policies for the Oxfordshire Plan*.'

497. The OGNA ranges appear in the emerging Oxfordshire Plan at the Regulation 18 stage as the scale of future growth that the Plan has to consider up to 2050 is a fundamental part of the what the Plan is being created to do. At the Regulation 19 stage (the next stage), the Plan will set the broad areas of growth, with policies that will apply to 2050 and the monitoring and infrastructure elements. But the plan also draws on the Growth Board Strategic Vision that has been adopted by each Council and a series of Objectives that have led to a series of Themes for grouping proposed policies.

498. The Oxfordshire Plan and the Growth Board's Strategic Vision include an agreed broadly-based definition of 'good growth'. This is important as rather than seeing economic, social and environmental objectives as competing demands that need to be balanced or prioritised, our approach is to align and integrate all our priorities.

499. But in testing the OGNA ranges, we need to consider what the Plan is trying to achieve as whole (including for example, on Climate Change and Environmental quality). We also need to consider the level of growth set out in the adopted local plans for Oxfordshire which runs into the time period of the Oxfordshire Plan.

500. As noted in the earlier plan section (Homes: How many? Commitments and locations) Oxfordshire has five adopted local plans with committed growth running from 2020 (the starting date for the Oxfordshire Plan) onwards and in 3 of the Districts there are strategic sites that will continue to be built out beyond the end of the local plan period which the Oxfordshire Plan needs to take into account too.

501. This committed growth (taken from local plan trajectories, based on allocated sites) has to be taken into account. The OGNA figure minus committed growth leaves a 'residual' figure.

502. The decision on where on the range the figure for Oxfordshire should sit cannot be taken at this stage (Regulation 18 Part 2). This decision is to be informed by the outcome of the evaluation and evidence in the next phase of plan-making.

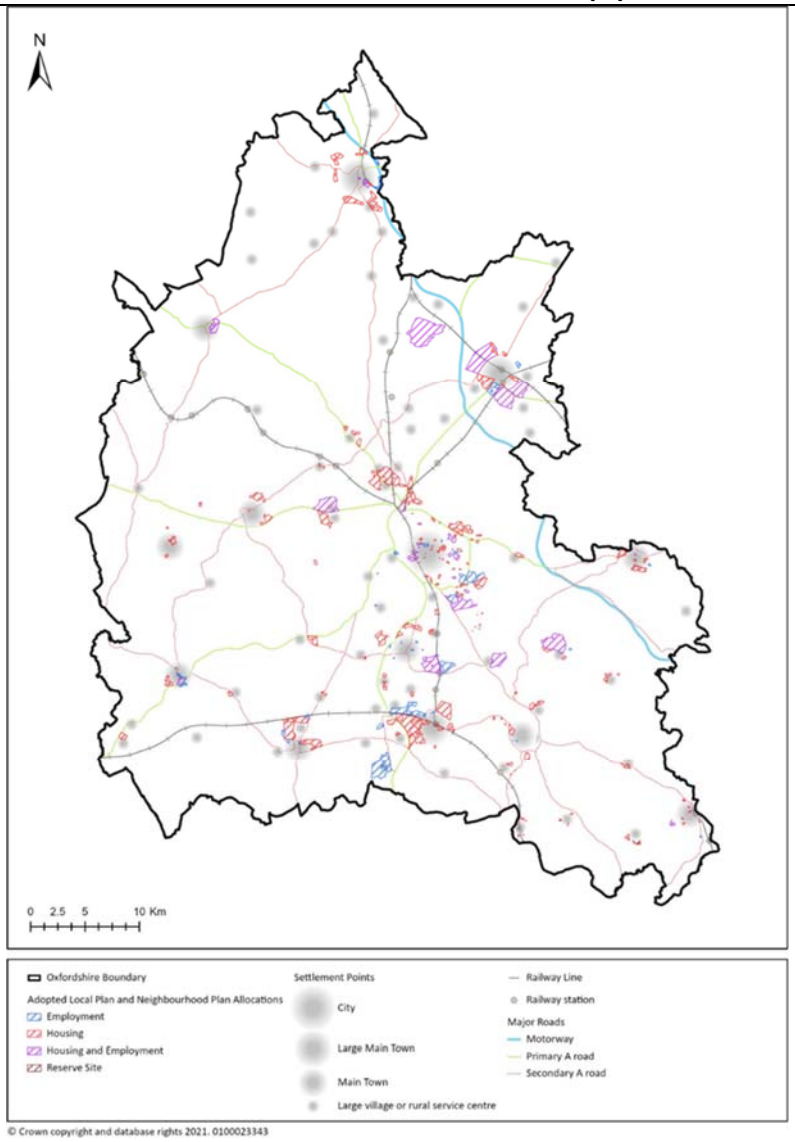
503. For the local planning authorities to take that decision in due course, it is recognised that there must be an appropriate set of spatial options that have

been consulted upon (the Regulation 18 Part 2 consultation undertakes this) and then have undertaken further technical testing and an assessment of different site proposals that have been sent to us for consideration, a process that includes a consideration of the Plan's Vision, its objectives and the five policy themes of the Plan (Climate Change, Environmental quality etc).

504. This process of evaluation will be undertaken early in the period between Regulation 18 Part 2 and Regulation 19, the next consultation stage (due to be undertaken in May 2022). This Regulation 18 Part 2 Plan contains a section setting out how the Plan is to proceed from Regulation 18 to Regulation 19 through this process of evaluation.

505. The spatial strategy options also take account of the locations of growth from the adopted local plans.

Local Plan Allocated Sites 2011-2031/5/6



The Spatial Strategy Options

506. We are consulting on five spatial strategy options:

Option 1 Focus on opportunities at larger settlements and planned growth locations.
Option 2 Focus on Oxford-led growth.
Option 3 Focus on opportunities in sustainable transport corridors & at strategic transport hubs.
Option 4 Focus on strengthening business locations.
Option 5 Focus on supporting rural communities.

507. These five options are seen as being clear and distinctive high-level 'reasonable alternatives' to consult on at Regulation 18.

- Option 1 aims to add more growth onto the growth level and locations set out in the adopted local plans.
- Options 2 to 5 are more transformational.

508. Each option is high level and helps identify how new housing, employment and other development could be distributed, and where there are opportunities for environmental enhancement and infrastructure improvements.

509. Each spatial strategy option shows the current local plan allocations for reference purposes.

510. Each option includes detail of scope and justification and most importantly the delivery challenges, as there are no easy options. No one option appears able to accommodate all of the proposed additional Plan growth on top of the growth associated with the existing adopted local plans. It is anticipated that a mix of options will be needed to deliver our spatial strategy.

Option 1: Focus on opportunities at larger settlements & planned growth locations

Scope & scale

This option would distribute the bulk of growth to 2050 to those locations that have accommodated the majority of five local plan allocations in the first phase of the Plan up to the mid-2030s, on the edges of the towns, the City and former MoD sites (such as Heyford Park, Chalgrove Airfield, Carterton/Brize Norton & Dalton Barracks) ie the growth would be focused in line with current adopted Local Plan strategies.

It would also include opportunities for urban renewal, intensification and brownfield redevelopment.

The focus of this option would be strategic scale housing growth at existing market towns, Oxford, former MOD sites and planned garden communities. As a result, if this were pursued as an option, it would include consideration of growth proposals that would bring more development to locations already receiving a high level of growth and constitute an extension of the existing local plan strategies, adding to the pattern of existing and planned infrastructure investment.

The limits of the option are that it is not the easy option it first appears due to transport issues at a number of locations, such as Banbury that may limit the ability to absorb more growth and limited land availability at Didcot.

This option does ***not*** include consideration of new settlements beyond those identified in existing local plans.

The scope of this option includes all of the top-tier settlements within each local plan settlement hierarchy as well as rural service centres that have plans to accommodate significant growth and new planned garden communities.

Oxford	Cherwell	South	Vale	West
Oxford	Banbury Bicester Begbroke/Kidlington/Yarnton Heyford Park	Didcot Henley Thame Wallingford Berinsfield Chalgrove Airfield Culham	Abingdon Faringdon Grove Wantage	Carterton/Brize Norton Chipping Norton Witney Eynsham Woodstock

Justification

Many stakeholders and communities have already expressed views about the merits of this proposed development distribution during the development of the five District local plans. The strategies underpinning these plans were shaped to a significant degree by the previous Structure Plan for Oxfordshire which concentrated growth at County Towns, as well as the more recent challenge of accommodating Oxford's unmet housing needs outside of the city administrative area in the neighbouring Districts.

The existing distribution of allocated growth has been found sound and sustainable through five independent examinations of the current adopted local plans for each District, which also concluded that exceptional circumstances exist for the Green Belt boundary reviews that took place in the preparation of the Cherwell, Oxford City, South Oxfordshire and Vale of White Horse Plans.

There was significant opposition to the allocation of land in many Oxfordshire locations, particularly where it affected communities in the Green Belt in South Oxfordshire and Cherwell. Such locations are regarded as sustainable as they are situated in accessible locations for Oxford and many of the major economic growth and innovation areas for the county. Further development in these locations would require demonstration of 'exceptional circumstances', and subsequent Green Belt review.

This option would continue to focus growth to locations with the highest concentration of jobs, affordable housing need and sustainable transport connectivity, to ensure that development helped meet the needs of existing and future communities in a sustainable manner. The emphasis would be on growing existing communities and those locations previously determined to be the most

sustainable locations for strategic scale growth. Clearly, assessment would be required to identify the scale of what might be possible in specific locations.

The current local plans include allocations for a high level of development through new garden communities across Oxfordshire (e.g. at Bicester, Didcot, Salt Cross, Berinsfield and Dalton Barracks) which are being established during the first phase of the Oxfordshire Plan up to 2036. These new communities will be complemented by the delivery of new infrastructure which could accommodate further development beyond 2040.

This option includes areas of urban renewal, intensification within urban areas, opportunities for brownfield redevelopment (including at former MoD sites such as Heyford Park and Chalgrove Airfield and current areas of MoD housing such as Carterton and their adjoining areas) and would take account of the changing nature and role of town centres (in part arising from the COVID impacts on the retail sector).

This option would focus growth around existing sustainable transport nodes and proposed infrastructure investment to ensure communities have access to sustainable transport choices for movement within communities and for inter-urban connections. We wish to avoid the risk that growth at the edge of main settlements becomes increasingly distant from town centres and transport hubs. There is a need to ensure that connections are provided to maximise sustainability, with neighbourhood centres that do not detract from the viability/vitality of town centres.

This option could result in further expansion of settlements at the urban fringe, eroding rural character and the relationship with the surrounding countryside. Hence, the detailed assessment required prior to publication of the Regulation 19 Plan. As we know, planned growth already takes us to the limits of what is acceptable at some settlements in terms of constraints. A number of towns face significant challenges in entertaining additional growth such as Banbury, where the current pattern of connectivity is severely stretched with considerable infrastructure challenges to resolve to deliver the level of planned growth associated with the adopted local plans. The same is also the case at Didcot and the edge of Oxford.

This option excludes new significant level growth at the villages of Oxfordshire.

New settlements do not form part of this strategy option.

Opportunities

Opportunities and sustainability gains to be secured where growth is considered include:

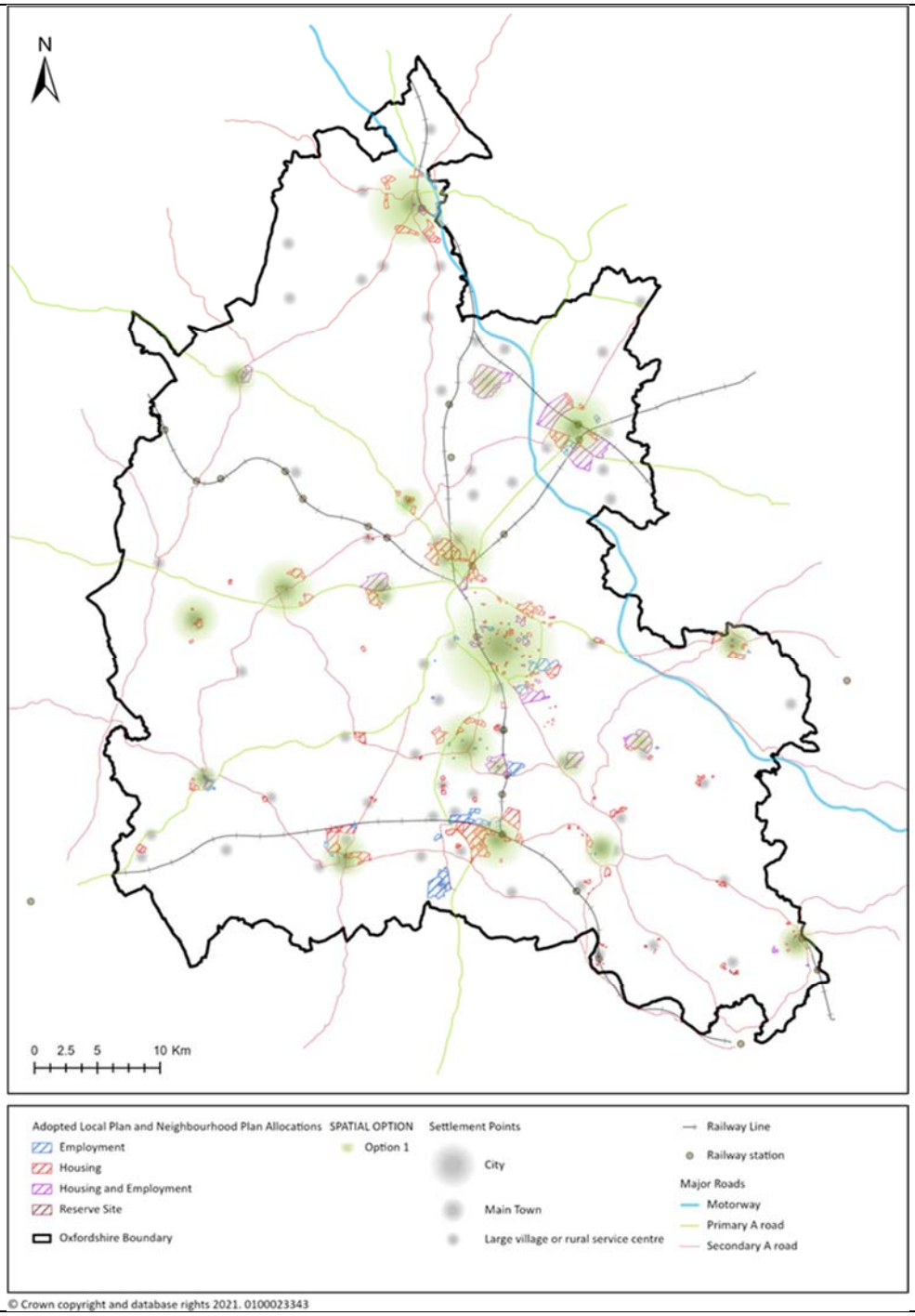
- Securing brownfield redevelopment
- Addressing the changing role of town centres
- Meeting affordable housing needs
- Concentration around sustainable transport nodes and supporting sustainable travel movements
- Opportunities for multi modal travel
- Strengthened community services and facilities in most accessible locations / Strengthening existing role of settlements.
- Meeting the needs of an ageing population
- Addressing existing deprivation

- Links to OxIS and existing planned infrastructure where capacity allows
- Securing '20 minutes neighbourhoods'
- Extended walking and cycling provision including connections to regional routes.
- Supporting a mixed economy – balancing jobs and housing growth.

Note: There may be an opportunity to create a new tier within the settlement hierarchy, associated with the settlement potential work, that draws out a vision for the settlements to 2050 which takes account of opportunities and constraints and would include:

- City – main hub/centre
- Bigger Towns – between the city & market towns. Could be grown to have an extended role/function and significant new services/facilities (could include Bicester, Didcot).
- Market Towns – more traditional scale/character/role/function

Option 1 – Focus on opportunities at larger settlements and planned growth locations.


N
0 2.5 5 10 Km
Adopted Local Plan and Neighbourhood Plan Allocations
Employment
Housing
Housing and Employment
Reserve Site
Oxfordshire Boundary
SPATIAL OPTION
Option 1
Settlement Points
City
Main Town
Large village or rural service centre
Railway Line
Railway station
Major Roads
Motorway
Primary A road
Secondary A road
© Crown copyright and database rights 2021. 0100023343

Option 2: Focus on Oxford-led growth

Scope & scale

This option covers urban intensification within the City of Oxford, new or extended urban extensions on the edge of the City.

It includes consideration of growth proposals that are well-connected to the city or are potential extensions to planned growth sites on city edge related to growth in the current adopted local plans and employment sites on the edge of the city that form an Oxford-focused cluster. This may require consideration of a need for a further Green Belt release if the 'exceptional circumstances' test can be met.

The limits of the option are that we know there are significant constraints on what can be achieved within the current administrative area of Oxford, as while there is some potential for more urban renewal and transformation within the city over a 30 year period, it is likely to be modest in scale. Following the release of land on the edge of the city in the Cherwell, South and Vale local plans there are only limited options for additional growth, but some options being promoted which should be tested. The big challenge is to secure the integration of major sites, transport connectivity and green infrastructure connections.

Our aim is to seek to retain the current economic-housing balance, so do not anticipate changes of use to established economic sites.

This option does ***not*** include consideration of new settlements.

The focus of this option will be on the City and its immediate locale, recognising the role that Oxford plays as a vital economic node, its function as the main service centre and key focal point for the county as a whole. New city-focused growth would aim to support and strengthen Oxford's role as a global centre for knowledge and innovation and its role as a modest sized compact city, as well as one of the anchors of the Oxford-Cambridge Arc.

If new or extended urban extensions were to be considered it is anticipated that Green Belt land would be required. This option could include consideration of enhancement to the Green Belt adjoining the city for beneficial public uses, such as new parkland.

Justification

This option would focus growth within the city and its immediate hinterland to capitalise on economic growth in the city utilising sustainable transport connections, rail, bus and cycling, such as the west end regeneration centred on the Oxford rail station improvement or at the Parkway station, Cowley Branch Line and Park and Rides to support prosperity in the rest of the county.

Recognising the significant role of the city as a global centre/leader in knowledge and innovation, as driver of the county economy and the importance of Oxford as an anchor in the Oxford-Cambridge Arc and how building on the strengths of the city and meeting the needs of its communities will underpin regional prosperity.

The challenge faced by Oxford in meeting its full housing need, as well as an urgent need to provide more affordable housing led to four local plans neighbouring Oxford meeting its unmet housing need up to 2031/36. Improved cycling links and public transport connections are being put in place to ensure that the new development areas fully integrate with the city.

The focus on 'levelling up within the city in order to support a more productive economy and to deliver inclusive growth will lead to new approaches to regeneration and housing delivery.

Further development on the edge in the Green Belt (that meets the 'exceptional circumstances' test) should be to a high design quality, together with improved connectivity to the city, reinforce the links to the business parks surrounding the city and invest in environment enhancements to the Green Belt around the edge of the city.

Opportunities

Opportunities and sustainability gains to be secured where growth is considered include:

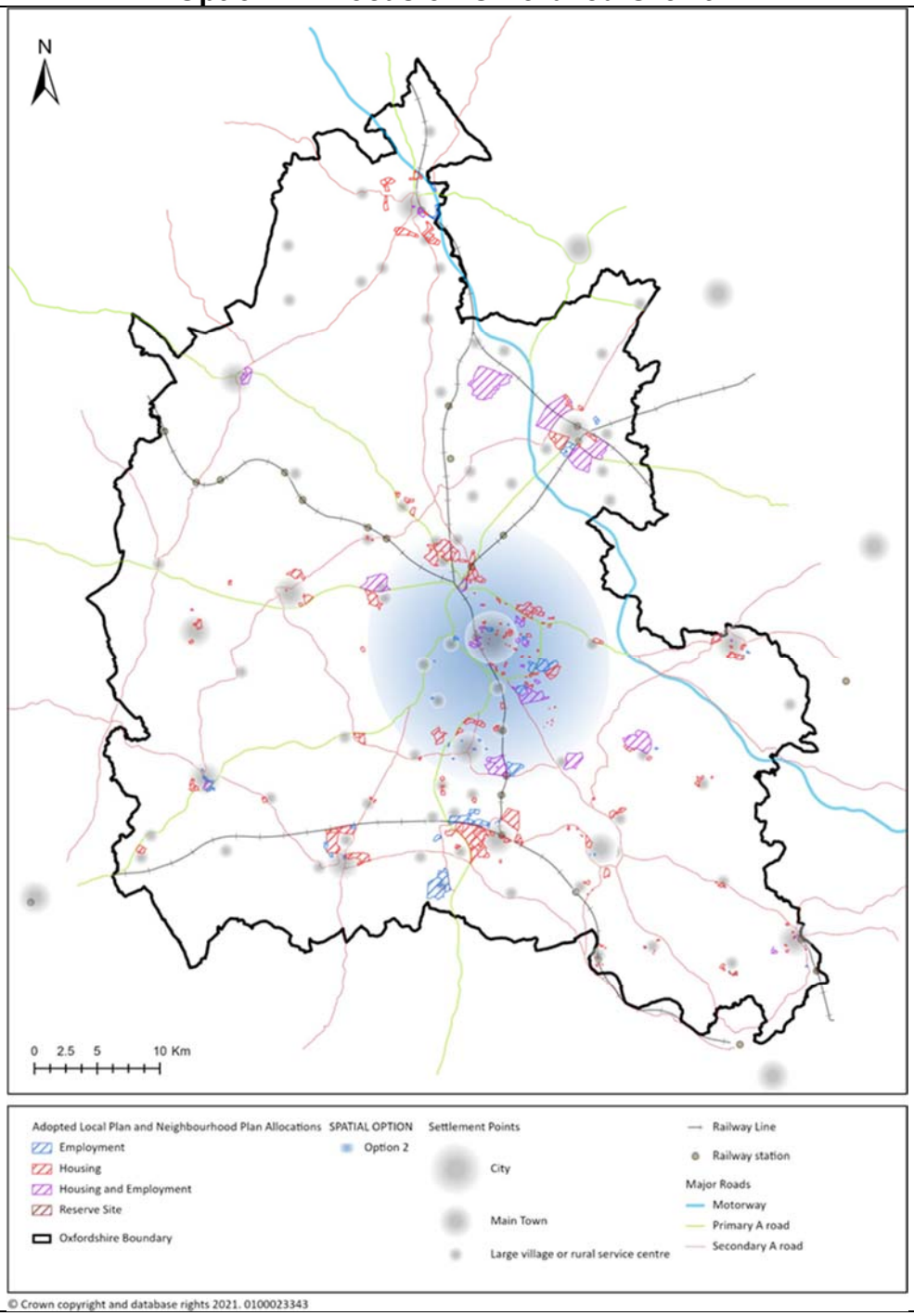
1) Securing wider economic opportunities:

- Growing Oxford's (and subsequently Oxfordshire's) global role as a centre for knowledge and innovation
- Re-purposing of business and science parks with new economic uses as they age and new business activities need to be supported.

2) Securing local opportunities:

- Growth related to Oxford's main service centre as a highly sustainable location
- A well-established network of sustainable and active travel to connect to
- Securing regeneration opportunities and some brownfield redevelopment
- Addressing engrained deprivation and reducing inequalities
- Responding to the changing role of town centres
- Co-location of jobs and housing
- Securing '20 minutes neighbourhoods'
- Extended walking and cycling provision including connections to regional routes
- Capitalising on skills
- Enhancing Green Belt for its beneficial uses - for people as well as nature.

Option 2 – Focus on Oxford led Growth.



© Crown copyright and database rights 2021. 0100023343

Option 3: Focus on opportunities in sustainable transport corridors & at strategic transport hubs

Scope & scale

This option covers new growth based in the most sustainable transport corridors, where frequent bus services operate and rail stations act as transport hubs. This includes new rail stations being planned through strategies such as the Oxfordshire Rail Corridor Study. This option aligns with the emerging Local Transport Connectivity Plan, being prepared by Oxfordshire County Council.

It includes consideration of growth proposals that sit within the main public transport corridors, both rail and bus, linking the rural parts of Oxfordshire with towns and key employment locations and the city itself where the highest density of public transport corridors is focused (and thus not all of the M40 is included). It also takes account of existing and planned key transport hubs. The aim is to align future growth with transport infrastructure investment. The strategy would continue to concentrate Oxfordshire's population through the identified corridors, including the main settlements and potentially at lower order settlements and new settlements within these corridors.

This option ***does*** include consideration of new settlements. Development may be generated from transport investment that improves the sustainability of particular locations.

This option focuses on bus and rail corridors for the purpose of considering an option. Vehicles will become much more sustainable over the plan period as the switch to electric accelerates.

Bus Routes

- Existing: High frequency bus routes and rapid transport routes.
- New: Need to consider the quantum of growth required to deliver bus routes? A new national bus strategy and bus services implementation plan is due from Government shortly; this is too soon to account for at the Regulation 18 stage and will input at the Regulation 19 stage.

Trains

- Existing: Based on the location of stations (nodes) with a walking/cycling distance buffer around existing stations. Not all stations play an equal role as some are major hubs, others smaller.
- New: Opportunities related to new stations or improved services at existing stations. A new national rail strategy is due from Government shortly; this is too soon to account for at the Regulation 18 stage and will input at the Regulation 19 stage.

Justification

The option fits with the zero carbon ambitions of the Oxfordshire Plan. Central to the Oxfordshire Plan vision and objectives is the need to address the causes of climate change and to improve the health and wellbeing of communities. Securing growth based on a sustainable transport network will be central to achieving those

objectives and this option places the focus and emphasis on growth in areas with good public transport links. Our spatial strategy has moved away from putting the car first.

The focus and emphasis of this option is on the existing public transport network and primarily locations that are connected with Oxford and thus form part of the first/last mile considerations. This option may result in a hub and spoke pattern of development with future growth focussed in areas with good public transport connectivity to Oxford, with new development focused on transport nodes such as Oxford Parkway and the regeneration of Oxford station and growth associated with Culham station and other new stations.

This option also considers wider area connections, such as between Oxfordshire and the Oxford-Cambridge Arc, the Thames corridor and M40 corridor, together with the relationship to major settlements close to the plan area, including Swindon and Reading.

This option would focus growth at locations within or connected to the highest concentrations of jobs, affordable housing need and sustainable transport connectivity, to ensure that development was well placed to meet the needs of existing and future communities in a sustainable manner. The emphasis would be on ensuring that future communities, whether part of an expanding settlement or new garden community would be well connected to the sustainable transport network.

This option could support areas where urban renewal, intensification within urban areas, or opportunities for brownfield redevelopment can be triggered by transport improvements (such as new railway stations and extending rail services on the Great Western Line, or following the upgrade to Oxford Station, including the North Cotswold Line, East-West Rail and the line to Didcot) as well as new rapid bus connections and would also take account of the changing nature and role of town centres.

It may result in the establishment of new garden communities where they are well related to existing or planned sustainable transport infrastructure investment such as on the Oxfordshire rail network, not in isolated locations.

This option would closely align with the LTCP vision including active and healthy travel, encouraging healthy choices, promoting the use of public transport and improved regional and local connectivity.

The option considers 'Connectivity for all', not just those who are able to drive. Public transport provisions meet the needs of younger and older people, those with disabilities & those on lower incomes.

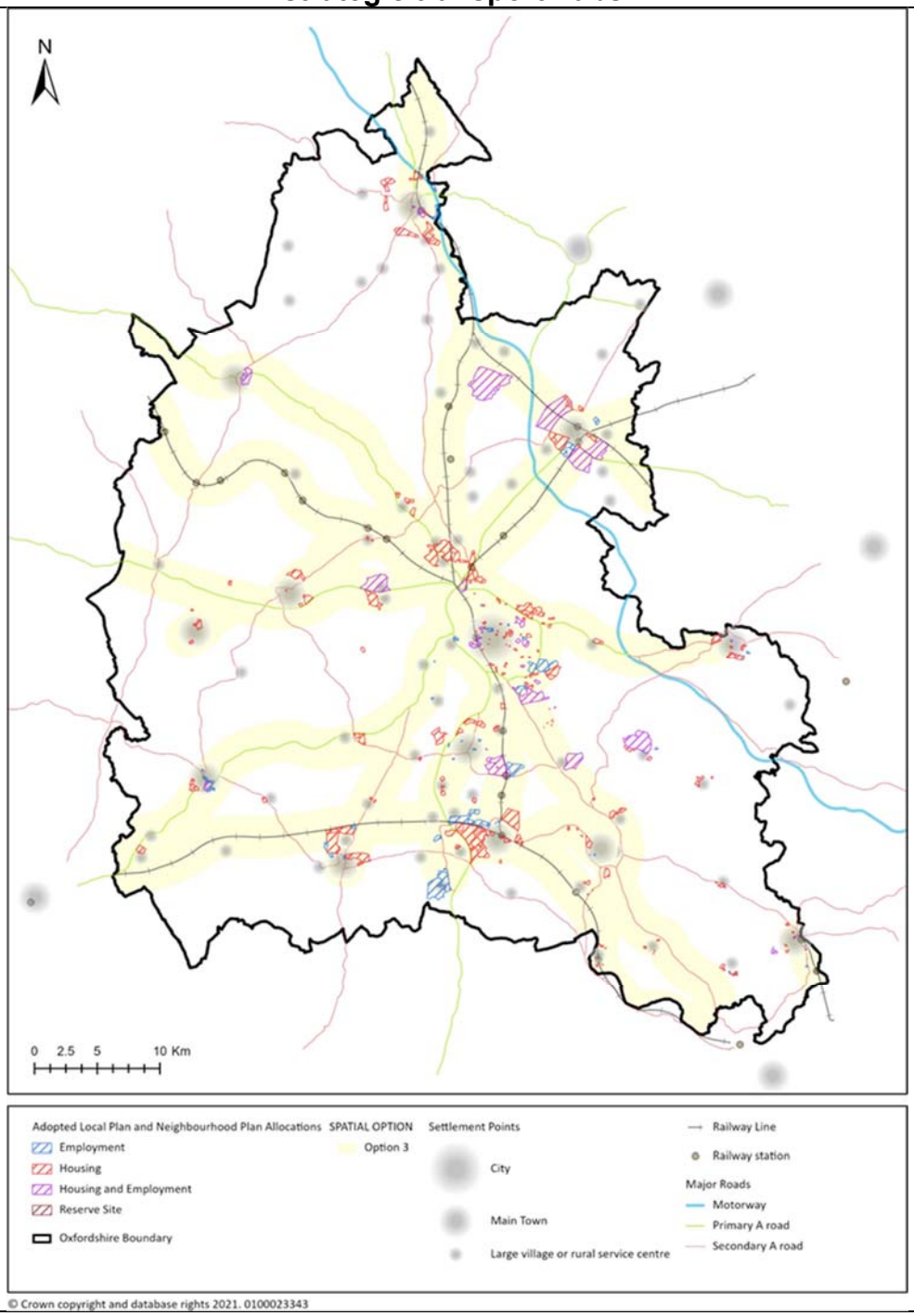
Opportunities

Opportunities and sustainability gains to be secured where growth is considered include:

- Concentration around sustainable transport nodes and supporting sustainable travel movements
- Opportunities for multi modal travel and integrated transport networks
- Enhancing sustainable transport and building on existing infrastructure

- Links to OxIS and existing planned infrastructure where capacity allows
- Decarbonising the transport network
- Establishment of new settlements in sustainable locations
- The potential to create new and/or improved sustainable transport hubs/corridors.
- Strengthened community services and facilities in most accessible locations
- Meeting the needs of an ageing population
- Addressing existing deprivation
- Securing brownfield redevelopment
- Addressing the changing role of town centres
- Meeting affordable housing needs where they arise
- Supporting a mixed economy – balancing jobs and housing growth.
- Distributing growth away from locations that have experienced significant growth in first phase of plan and are allocated through adopted local plans.
- Securing '20 minutes neighbourhoods'
- Extended walking and cycling provision including connections to regional routes.
- Moving away from car dependent developments.

Option 3 - Focus on opportunities in sustainable transport corridors & at strategic transport hubs.



Option 4: Focus on strengthening business locations

Scope & scale

This option centres on the network of business and science parks that covers Oxfordshire and particularly those identified as priority economic assets in the OXLEP LIS key locations within Oxfordshire's 'innovation ecosystem'.

This option includes consideration of growth proposals that would extend business and science parks or create new ones, with housing and residential areas alongside, co-located with these economic hubs, to reduce the need to travel and to create more sustainable locations. This option does not support the conversion of business parks themselves for housing.

This option would also include the intensification of economic activities at the business and science parks, building on current economic strengths in key sectors such as life sciences and advanced engineering, as new economic innovations are applied, and buildings need to be repurposed to support new economic activities and create more jobs. As the OXLEP LIS highlights, as current and new economic sectors grow, the demand for employment space will grow further. It is also anticipated that as the Oxford to Cambridge Arc takes shape over the next 20 to 30 years, more land for economic purposes will be required, especially as the economy gradually converts to zero carbon and new economic opportunities arise for the wider economy and SMEs as a result.

The option would focus new growth where it would help to support/strengthen Oxfordshire's key economic assets and take account of key economic assets identified in the LIS that are not yet built out. The limits of the option are that it is anticipated that the opportunity to undertake the sort of residential growth alongside the network of business parks that is proposed in this option is modest.

This option ***could*** include the creation of new settlements, where new business and science parks are proposed as part of a comprehensive, mixed use development proposal.

Location identified in LIS (Figure 10)	
Banbury	Oxford Brookes University
Begbroke Science Park	Oxford Business Park
Bicester Garden Town	Oxford Centre for Innovation
Carterton/Brize Norton	Oxford North
Culham Science Centre	Oxford Science Park
Didcot Garden Town	Oxford Station and West End
Grove Technology Park	Oxford Technology Park
Harwell Campus	Oxford University
Headington Hospital Quarter	Salt Cross garden Village
Heyford Park	Shrivenham Defence Academy
Howbery Park	The Quadrant, Abingdon
Milton Park	Witney Business and Innovation Centre
Osney Meads Innovation Quarter	

Justification

Oxfordshire is at the centre of innovation for the UK. It has a strong network of science parks and innovation firms across the county, with towns such as Bicester and Banbury, Carterton and locations such as Heyford Park all playing an important role, alongside the globally significant Science Vale with it critical economic assets at Culham and Harwell and the City of Oxford, with its universities, at the heart of the county-wide network.

The strength of Oxfordshire's economy has been and will be driven to a large extent by innovation sectors and business clusters within towns such as Bicester and Didcot as well as transformative technologies developed through the universities and the network of business and science parks in Oxfordshire.

The challenges in retaining growth in these key sectors and enabling business to establish themselves and grow in Oxfordshire are well recognised and include the availability of space for business to grow, the availability of affordable housing and capacity in the transport and infrastructure network.

This option supports clean economic growth to support innovation and economic prosperity across the county. The option would support the intensification and extension of existing business and science sites and emphasises supporting innovation and securing innovation centres, live-work units and building on the recent Treasury Plan for Growth.

Supporting the growth and sustainability of Oxfordshire's innovation ecosystem will help support a balanced economy across Oxfordshire so that prosperity is shared. This option includes the potential to renew and strengthen the economic role of our city and town centres.

The focus of this option is on the spatial relationship between these key innovation and economic growth clusters, with the emphasis on enhanced transport and digital connectivity and the co-location of housing and jobs to reduce the need for travel and create a more sustainable approach to growth.

This option takes account of a recent survey of key employment sites and their potential for growth.

The option also addresses the impact of COVID-19 and the long-term need for people to be located close to their workplaces - recognising lots of the work in the knowledge economy needs specialist equipment, laboratories, etc. Also, the business opportunities arising from MoD activities and technology support undertaken at military bases such as Brize Norton.

Opportunities

Opportunities and sustainability gains to be secured where growth is considered include:

A) Securing global economic opportunities:

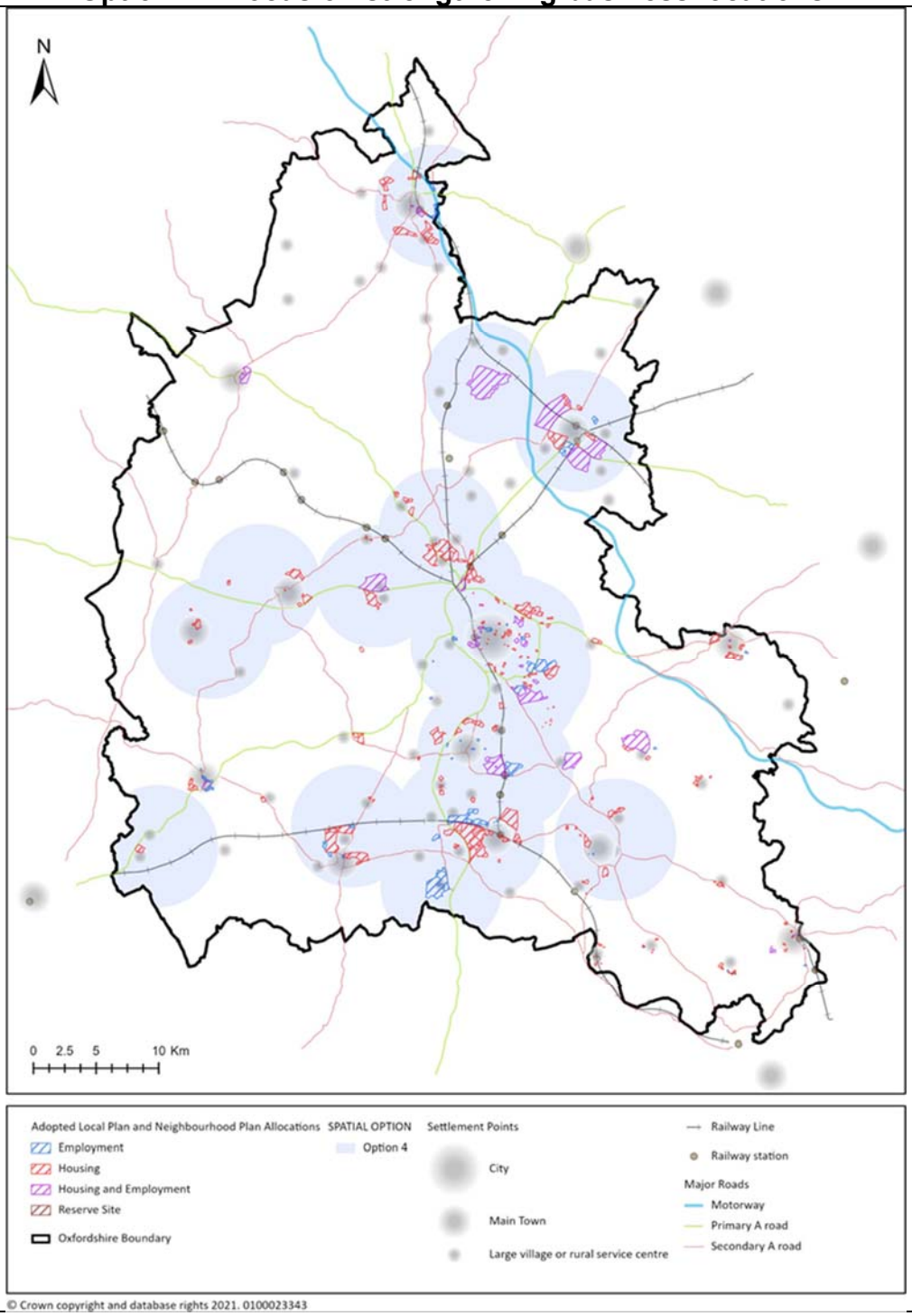
- Supporting the innovation ecosystem and the wider economy too
- Securing affordable housing is a key issue to address to remove a key constraint on economic growth

- Spreading growth and investment (and the opportunities associated with this) across a wide geographical area and a wide range of key economic assets.

B) Securing local (Oxfordshire) economic opportunities:

- Reducing the need to travel
- Concentration of growth around sustainable transport nodes
- Securing '20 minute neighbourhoods'
- Extended walking and cycling provision including connections to regional routes.

Option 4 – Focus on strengthening business locations.



Option 5: Focus on supporting rural communities

Scope & scale

This option covers rural Oxfordshire and focuses on the villages and areas between the villages.

It includes consideration of growth proposals beyond the areas supported through the current adopted local plans that might bring new investment and strengthen patronage in rural areas that is essential to support rural services (and improve access), improve access to education and shops etc. It could include new investment in the rural economy, new village clusters, as well as taking account of strong cross-boundary relationship with major settlements outside Oxfordshire, such as Swindon.

The scope for this option is to consider growth in rural settings away from the main service centres and top-tier settlements that will accommodate the current local plan-led growth up to the mid-2030s and a redirection of development to more rural parts of the county provided that suitable access to the public transport network and key services and facilities is possible.

The limits of the option are that we anticipate the SA and the other evidence that supports the Plan will show that there is a limit to the level of new growth that can be absorbed in each of the four rural Districts. We anticipate that limited rural growth will feature in the Regulation 19 Plan.

This option **does** include consideration of extending existing and allocated Garden Villages and establishing new settlements.

Justification

Many villages have an aging population and have lost their services. Limited growth could arrest that decline and strengthen their sustainability. The most widespread deprivation factor in Oxfordshire relates to barriers to housing and services.

Such inequalities are less prevalent within the main market towns and settlements that are planned to grow from the sites allocated in the adopted local plans. The main settlements have benefitted from investment in infrastructure and affordable housing over a number of years and although deprivation and inequalities exist within these communities, rural areas have in many cases become increasingly isolated, particularly with the removal of public transport services and restricted growth.

This option would seek to address existing issues of isolation and rural deprivation by redirecting growth away from main settlements to where it could best address such inequalities; this approach is being taken in the current South Oxfordshire Plan with the Berinsfield Garden Village.

Regard will be had to infrastructure delivery and how investment in infrastructure in the first phase of the Plan might facilitate further growth beyond and up to 2050.

While there are settlements that might be strengthened by limited growth to improve accessibility, housing choice and service, it is anticipated that only modest levels of

growth would arise from this option due to constraints such as poor access and the limited capacity of rural roads.

It is likely that as farming practices and land stewardship continues to evolve, in response to climate change and policy changes around environmental stewardship, the process of farm diversification will lead to new innovations in the rural economy that will themselves support limited residential growth in rural areas.

It could involve support for new villages and modest growth at villages not faced by connectivity challenges. But a major dispersal of new growth across a wide range of villages would not be consistent with the Plan strategy as it is much harder to deliver strategic scale infrastructure and it is harder to deliver major change to meet zero carbon ambitions.

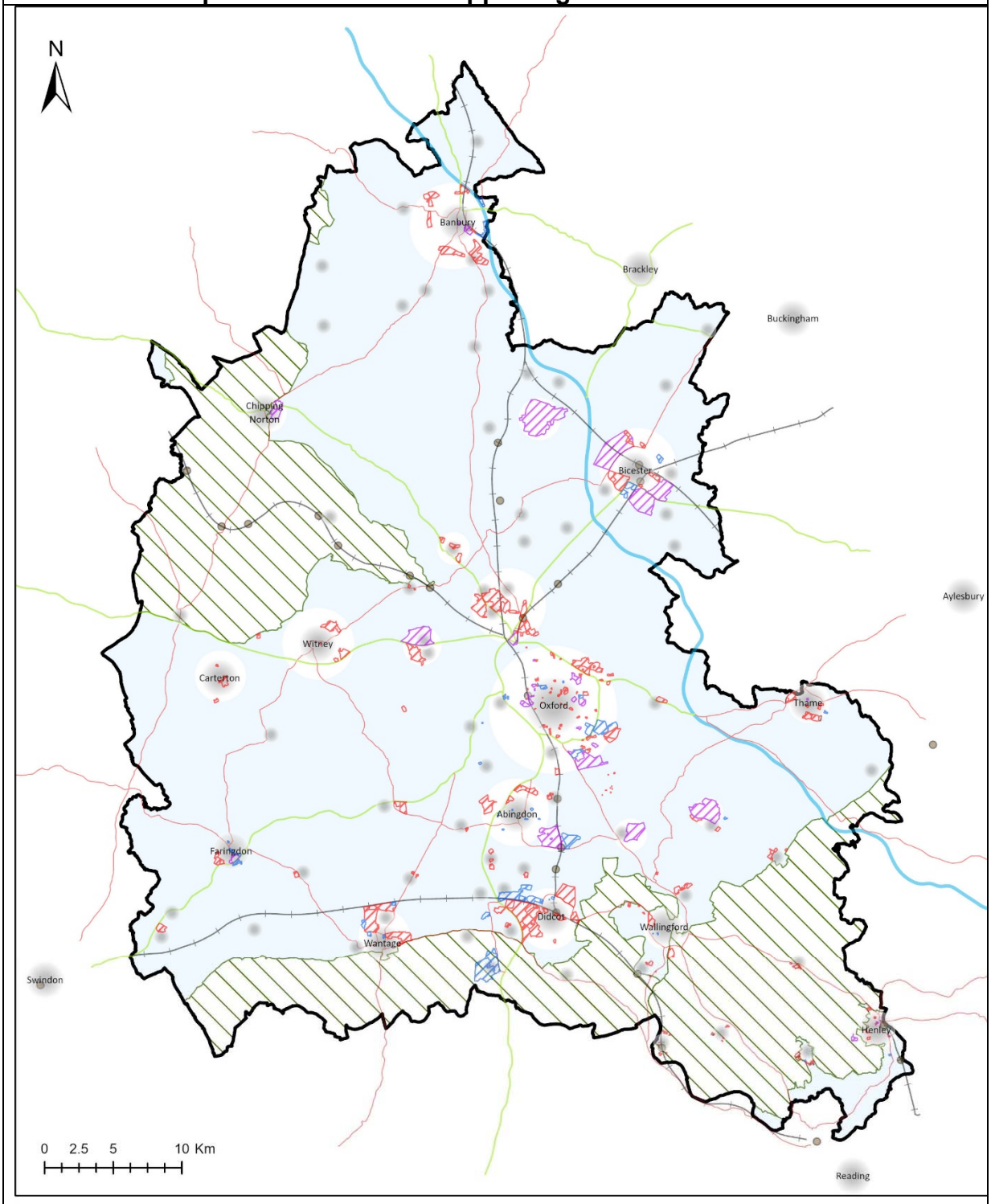
A number of locations would also currently be in the Green Belt and therefore any removal of land from the Green Belt would be subject to identifying the exceptional circumstances for doing so.

Opportunities

Opportunities and sustainability gains to be secured where growth is considered include:

- Addressing rural deprivation and inequalities by improving access to services, facilities, homes and jobs in rural areas
- Maximising cross-boundary relationships
- Reducing pressure on main settlements
- Supporting the diversification of the rural economy
- Securing '20 minutes neighbourhoods' and delivering zero carbon growth
- Extended walking and cycling provision including connections to regional routes.

Option 5 – Focus on supporting rural communities.



Adopted Local Plan and Neighbourhood Plan Allocations
- Employment
- Housing
- Housing and Employment
- Reserve Site
- Oxfordshire Boundary

SPATIAL OPTION
- Option 5

Settlement Points
- City
- Main Town
- Large village or rural service centre

- Railway Line
- Railway station

Major Roads
- Motorway
- Primary A road
- Secondary A road

© Crown copyright and database rights 2021. 0100023343

Next Steps: Proceeding from Regulation 18 to Regulation 19

511. Following the consultation on the Regulation 18 Plan, a site options assessment will be undertaken using a series of steps to enable the 'Broad Areas of Growth' to be identified, taking account of current local plan allocations, new development proposals and opportunities for enhancement. This evaluation will involve testing of site options against the Oxfordshire Plan evidence-base using consistent data and baseline information.

512. Consideration will also be given to the strategic interventions required to deliver each spatial strategy option and the testing of each option against different scales of growth.

513. As noted in the section on the level of ‘committed growth’, a decision will also be taken as to where on the OGNA range the level of growth to be accommodated should be set at the end of 2021. This will take account of the level of 'committed' growth already met in the five adopted local plans from 2020 to 2031/5/6 onwards and thus consider a 'residual growth' figure for the 2031/5/6 period to 2050.

514. We anticipate that the Regulation 19 Plan will contain a mix of the five spatial options.

515. The assessment of site proposals in the period between Regulation 18 and 19 will also need to take account of the MHCLG-led Arc Spatial Framework as it emerges. It is possible that there may be growth requirements to be considered from that source.

STEP 1: (September 2021) Identify high-level spatial strategy options for distributing growth in Oxfordshire.

STEP 2: Testing of each of the high-level spatial strategy options, including Oxfordshire's growth requirements, opportunities & constraints.

This step will include the assessment of sites and will combine consideration of urban renewal and brownfield potential, the use of the HEELA and settlement capacity analysis, climate change and environmental enhancement opportunities, transport factors and issues arising from the Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA), as well as reviewing the link to the Strategic Vision and Plan Objectives. The assessment will be published as part of the evidence base for the Regulation 19 Plan.

STEP 3: Selection of Spatial Strategy.

STEP 4: Identification of areas of focus.

STEP 5: Further testing of suitability, achievability, and deliverability to establish development capacity and sustainability of approach for Oxfordshire.

STEP 6: Confirm broad locations for growth (and any phasing) for the Oxfordshire Plan and each District.

STEP 7: (December 2021) Confirm level of growth within the OGNA range.

516. The conclusion of these steps will inform the 'broad locations of growth' that will be presented for consultation in the Regulation 19 Draft Oxfordshire Plan.

The Draft Monitoring Framework

517. Effective monitoring is important to ensure that Plan policies are being implemented and are achieving their aims.

518. Our monitoring report will measure and report on the effectiveness of policies within the Oxfordshire Plan. It will report on a range of data to assess whether: policy targets have been met, or progress is being made towards meeting them; policy targets are not being met, or are not on track to being achieved, and the reasons for this; whether policies are having an impact in respect of national and local policy targets; and whether any other targets need adjusting or replacing because they are not working as intended; whether policies need changing to reflect changes in national policy or strategic needs appropriate infrastructure is being delivered to support growth.

519. If policies need changing the monitoring report will list the actions needed to achieve this. Our monitoring report will be published every 12 months.

520. For each policy in the Plan, we will develop an indicator and a target, which will be used to measure the policy's effectiveness. The Sustainability Appraisal (SA) also lists a number of 'significant effects indicators' which will be used to monitor the 'significant effects identified in the SA. Data collected on these indicators will be reported on in our monitoring report.

521. A set of trajectories for housing and employment to address delivery across the programme period as a whole will also be completed. These are of necessity indicative but provide a baseline against which overall implementation can be assessed. They include completions and strategic developments which have an existing planning permission.

Delivering the Plan

522. Data on these indicators will be gathered and reported on an annual basis. We will also report on whether the established targets have been met, and, if not, what actions are to be taken to ensure they are met in future.

523. We have worked with our delivery partners including Oxfordshire County Council during the preparation of this Plan and its Infrastructure Delivery Plan (OxIS) to ensure the partnership is focused on the monitoring and delivery of strategic policies with the right infrastructure at the right times.

524. We will continue to work as a partnership of planning authorities through the Oxfordshire Growth Board and with the County Council and the Oxfordshire Local Enterprise Partnership. The Statement of Common Ground shows the joint working undertaken during the preparation of the Plan and details the various forums and organisations we work with on a regular basis to debate and coordinate strategic planning issues. Actions resulting from cooperation with other local planning authorities or organisations will be reported in the monitoring report.

525. Our Monitoring Report will assess the effectiveness of the Oxfordshire Plan including the rate of delivery of allocated sites by measuring performance against the indicators identified in the Monitoring Framework.

526. Annual monitoring will inform future local plan reviews. These reviews may be in response to shortfalls in the implementation of the Plan's policies and in the delivery of infrastructure, to changes in national policy or strategic needs or due to the need to roll forward the Plan period.

Joint Monitoring Framework

527. The Monitoring Framework will be developed in conjunction with the completion of the OxIS between the Regulation 18 and 19 stages. Linked to the OXIS monitoring system, metrics are likely to include:

Climate Change and the Environment

- Carbon Emissions
- Climate Change Impact Resilience
- Natural Environment & Biodiversity
- Waste & Recycling
- Water & Noise Pollution

Health

- Health Inequality
- Access to Spaces for Physical Activity
- Health Service Access
- Air Quality
- Mental Health & Wellbeing

Communities and Place-Shaping

- Liveable Communities
- Community Safety & Security
- Heritage & Culture
- Socially Integrated Communities
- Inclusive & Integrated Active Travel

Transport and Connectivity

- Digital Connectivity
- Clean & Secure Energy Grid Capacity
- Secure Water Supply & Wastewater
- Transport Connectivity & Performance within Oxfordshire
- Strategic Transport Connectivity

The Economy and Productivity

- World Class Inclusive Education & Skills Development
- Reduce Oxfordshire's Socio-Economic Inequalities
- Attract & Retain Talent in Oxfordshire
- Global Business Innovation Ecosystem
- Drive Productive Economic Growth & Employment

Housing

- Affordable Housing
- New modes of construction

Divisions Affected – County Wide

CABINET

20 JULY 2021

Department for Transport Active Travel Fund – Tranche 3

Report by Corporate Director Environment and Place

RECOMMENDATION

1. The Cabinet is RECOMMENDED to authorise officers to finalise and submit Oxfordshire County Council's bid to the Department for Transport Active Travel Fund Tranche 3 submission.

Executive Summary

2. This paper has been produced to provide Cabinet with an overview of the Department of Transport (DfT) Active Travel Fund and to seek Cabinet approval to delegate the decision to approve the Tranche 3 submission to officers due to the short timescale set by the DfT.

3. The Council was previously successful in the award of Capital funding for Active Travel Tranche 2 in 2020. In 2020 an indicative allocation of the expected funding was provided, however the DfT have confirmed there will be no allocations this year, but that bids should be developed based upon previous years allocations combined with Council ambitions. Previous years allocations to Oxfordshire County Council for Tranche 1 have been £298,500 and £2.98m for Tranche 2. We are also expected to receive a minimum of £237,000 in revenue funding for Active Travel measures by the end of July.

Active Travel – Department for Transport Tranche 3 bid

4. The DfT announced on June 14th, 2021 Active Travel Capital funding amount across the country worth £239m to be provided to local transport authorities to embed walking and cycling as part of the new long-term commuting habits and to reap the associated health, air quality and congestion benefits and forms part of the Governments £2 billion commitment set-out in Gear change: a bold vision for cycling and walking (publishing.service.gov.uk).

5. There are three main components to the bid:

(a) Details on scheme information
(b) Cycle and Walking Scheme pipeline information – 1, 4 and 10 year pipeline, supported by a network plan.
(c) Expressions of interest for the development of a Mini Holland and a GP Prescribing Pilot.

6. For the council to be successful all schemes put forward need to comply with cycling design standards as set out in local transport note LTN 1/20. Cycling schemes will also need to include segregation or point closures to through traffic, exceptions are possible although they are expected to be limited in nature, focused around physical capacity. Advisory lanes and those marked only with white paint will not be funded.

7. The Council should continue to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) and schemes will need to be developed with local communities. In addition, all schemes put forward will need written confirmation from the Leader of the Council's long-term commitment to them.

8. Whilst no indicative funding has been made available to Oxfordshire County Council for Tranche 3 it is expected that the Council's allocation to be in excess of last years allocation i.e. £3m. To signify the Council's ambitions and reflect the full scale of investment needed to make a significant difference to communities it is proposed to bid for significantly more than the previous allocation. An officer working group has been established to develop the bid that has to be submitted on 9 August 2021. In addition, shortlisted local authorities who submit and EOI for Mini-Holland will receive up £100,000 in revenue funding.

9. The timeline for the submission of the bid is very short and therefore it is not possible for the proposed measures and DfT submission document to be presented to the Cabinet for Approval. It is requested that Cabinet agree to delegating final sign-off to officers.

Corporate Policies and Priorities

10. This bid will support the following objectives as set-out in the Council's Corporate plan:

    a) Provide services that enhance the quality of life and take action to reduce the impact of climate change and protect the local environment.

    b) Tackle inequality help people live safe and healthy lives and enable everyone to play an active part in their community.

    c) The schemes put forward will also help to delivery those already set out in the area based Local Cycle and Walking Infrastructure Plans.

Financial Implications

11. The criteria for Tranche 3 funding includes a requirement to spend the funding by March 2023. The DfT have stated that performance in scheme delivery will be taken into account in future funding allocations, poor performing authorities can expect future grant payments to be adjusted downwards. The financial deliverability of the bid will be signed off in accordance with the scheme of delegation.

12. The County Council's submission may also include approved OCC or partner funding where available to strengthen the submission, but there is no additional capital or revenue impact associated with this submission.

Comments checked by:
Rob Finlayson
Finance Business Partner
Rob.Finlayson@Oxfordshire.gov.uk

Legal Implications

13. No immediate legal implications are envisaging at this stage. Upon successful receipt of funding, all schemes that are delivered will be subject to the statutory Consultation process where necessary as part of the powers set out in the Highways Act (1980).

Comments checked by:
Christian Smith
Principal Solicitor
Christian.smith@oxfordshire.gov.uk

Staff Implications

14. As the bid is developed and finalised resources will be identified to deliver the bid if successful. The intention is to only create new staff posts that are funded from the bid and to appoint once funding is confirmed from DfT. Any posts generated will be employed on fixed term contracts within the duration of the bid and funding constraints.

Equality & Inclusion Implications

15. At the time of writing, there are no known equalities implications however, there is the understanding that as schemes are developed where necessary an Equalities and Climate Impact Assessment will be produced.

Sustainability Implications

16. The core aims of the bid submission is to support and encourage increased levels of walking and cycling as such it isn't envisaged that there would be any adverse impacts to the Council's overall Sustainability goals.

Risk Management

17. A risk register and management strategy are in development. The project is being proactively managed through the development of the funding bid and, if that is successful, the Business Case development stage and on to implementation of the bid.

18. There are likely to be a wide range of risks associated with both the bidding process and the delivery of the bid. These range from ensuring due diligence is completed to minimise cost risk exposure; capital implications on the council's budget for supporting the ongoing maintenance of the infrastructure; delivering effective communication and engagement strategies to meet community expectations; to contractually ensuring delivery can be expedited.

19. The consultation and engagement undertaken for Tranche 2 schemes has identified there is significant interest in some of the schemes. As a result of this, a review of the existing consultation approaches being used is ongoing. Any new approach will be developed in liaison with the Cabinet member.

20. The DfT have asked for a pipeline of schemes for future years funding, with the intention of providing a longer -term settlement plan. This will enable the Council to plan and manage schemes more effectively in the future.

21. These and other risks are being identified and assessed with officers across the council and will be managed through the Council's established processes.

Consultations

22. The proposed list of schemes to be included in the bid have been developed from the previous proposals submitted by members and stakeholders as part of development of Tranche 2 bidding process and adopted LCWIPs. This process resulted in the submission of some 475 proposals across the County. .

23. To finalise the list of schemes for inclusion within Tranche 3, LCWIP schemes have been considered along with those considered during the Tranche 2 process. Collectively they have been considered and assessed against the latest funding requirements, scheme deliverability and cost. This has enabled a large number of schemes be considered within the time available. These have been discussed with key stakeholders.

24. Should any stakeholders suggest additional schemes over and above those meeting the Tranche 3 funding conditions, these will be considered as part of the next Active Travel bid round anticipated in 2022.

CEDR Member
Bill Cotton

Annex: Annex A Active Travel Fund Bid invitation

Contact Officer: Simon Lymn, Programme Lead
Simon.Lymn@oxfordshire.gov.uk

July 2021

This page is intentionally left blank

Department for Transport

Rupert Furness
DEPUTY DIRECTOR, ACTIVE TRAVEL
DEPARTMENT FOR TRANSPORT
33 HORSEFERRY ROAD
LONDON
SW1P 4DR

walking.cycling@dft.gov.uk

Web Site: www.dft.gov.uk

14 June 2021

Dear Sir/Madam,

Active Travel Fund: Local Authority Capital Funding for 2021/22 and expressions of interest for Mini Hollands and GP Prescribing Pilot

This letter invites your local authority to bid for capital funding for the current financial year 2021/22, to support delivery of ambitious new cycling and walking infrastructure schemes. This funding is part of the Government's £2 billion commitment set out in "Gear Change" to deliver a step change in the provision of high quality schemes that deliver better streets for everyone.

Bids must be submitted by **Monday 9 August but you are encouraged to bid sooner.** Combined Authorities are expected to produce a single bid on behalf of their constituent authorities. Funding for London boroughs is being handled separately, and London boroughs do not need to submit proposals to the Department for Transport.

The Department does not intend to set indicative capital allocations. To give an indication of scale, the total amount of funding being made available is £239 million, and eligible local authorities may therefore receive broadly similar levels of funding to 2020/21; however, to qualify for any funding at all this year, authorities must commit to the following key principles:

1. The Department only intends to fund schemes which comply with the **Cycling Design Standards** set out in local transport note LTN 1/20. All cycling schemes will need to include segregation or point closures to through traffic. Advisory cycle lanes, and those marked only with white paint, will not be funded. We expect local authorities and developers to utilise the guidance in the design of all schemes regardless of whether they are seeking Government funding. Over the coming months, we will be offering training events aimed at local highway teams, active travel teams and accessibility teams, covering the key features of the standards, and its supporting tools.

2. All authorities are to undertake network planning to inform prioritisation of future schemes, in the form of **Local Cycling and Walking Infrastructure Plans (LCWIPs)** or similar local strategies. This helps to ensure that schemes are integral to long term investment plans and are driven by local demand for cycling and walking infrastructure. LCWIPs should be supported by your authority at the

very highest levels of leadership; developed in consultation with local communities; and integrated with your local transport plans, as well as wider plans for public health, economic development and carbon reduction. These plans must also show proper integration with cross-modal schemes, such as opportunities for boosting cycling and walking around HS2, East West Rail, Highways England, Restoring Your Railways, Historical Railways Estate and National Cycle Network schemes.

We know that many authorities have already developed LCWIPs with support via the Department's pilot support programme, or through your own independent work. If your authority has yet to develop a LCWIP, or it is at an early stage of development, the Department will be offering dedicated technical support in partnership with Sustrans to help you develop your future plans. We will provide further details of this support, and what you need to do to access it, shortly. Authorities without LCWIPs are still able to bid for capital funding this year, but it must be demonstrated that proposed schemes fit into a robust long-term network plan, which will need to be provided as part of the bidding process.

3. All schemes must include plans to be **developed in consultation with local communities**, in line with the process set out for the Active Travel Fund (see Annex A). As we have set out in previous letters, consultation does not mean giving anyone a veto, requiring consensus on schemes, or prioritising the loudest voices. It could include adopting measures (such as polling) to cut through the noise and come to an accurate understanding of public views.

4. All schemes must be **supported by local authority leaders**, who will need to provide written confirmation of the authority's long-term commitment to them. All schemes should be given sufficient time to bed in and for benefits to be realised before any changes are made to them: the Department will reserve the right to claw back funding where schemes which it has funded are prematurely removed.

5. To agree, if asked, to put larger schemes through a **design review**, to be managed by DfT and the future Active Travel England body.

Bids will be assessed in line with the following criteria, which will guide final allocations to authorities:

1. Propensity to convert short vehicle journeys into cycling and walking, resulting in carbon, air quality and congestion benefits;
2. Tackling areas with poor health outcomes and with high levels of deprivation;
3. Number of people that will benefit from the measures;
4. Compliance with the key principles above.

The bidding proforma should be completed via Smart Survey. More detailed FAQs for bidding authorities are attached to this letter, along with a copy of the bid proforma. It is our intention that the bidding process should be swift and not onerous. In many cases authorities will already have proposals for LTN1/20-compliant schemes or may wish to make permanent some of the temporary schemes installed under the Emergency Active Travel Fund in the last year.

Funding can be used to support a range of scheme types and can also be used to support feasibility studies and scheme design as well as construction, providing that the funding can be capitalised. Local authorities should also consider, and take steps to mitigate, the wider impacts of any proposals, particularly on disabled people and others with protected characteristics as part of their Public Sector Equality Duty.

In applying for funding, we are asking authorities to supply the following evidence to the Department within the bid proforma:

- Updated LCWIPs (if applicable), including your latest network plans.
- Brief information on your authority's investment priorities for cycling and walking infrastructure schemes over the next 1 year, 4 years and 10 years. Only high level information is required for schemes to be delivered over the 4 and 10 year time period. This information will enable the Department to establish a clearer picture of future funding demand.
- Details of the schemes for which you are seeking funding in 2021/22, in priority order.

Applicants are also expected to assess and confirm, through their section 151 officer, the value for money of their schemes. For all schemes costing £2 million or more, the Department will require applicants to undertake a value for money assessment using the Active Mode Appraisal Tool (AMAT). Accompanying this letter, we have sent you value for money guidance to help assess your schemes which should make this process straightforward.

In the event that schemes are unable to be delivered, the authority should submit revised proposals which do offer value for money to the Department as soon as possible. Where this is not possible, the Department will reserve the right to claw back any funding by adjusting downwards a future grant payment to your authority.

The Department will also expect the impact of schemes to be monitored and evaluated. A copy of the monitoring and evaluation guidance issued with earlier tranches of funding accompanies this letter. This will be a requirement for all schemes costing £2 million or more and is recommended for other significant schemes.

Mini Hollands development programme

The Department is also taking this opportunity to invite expressions of interest from authorities in the Government's Mini-Hollands development programme. Mini Hollands involve intensive, transformational spending on local roads and streetscapes to make them, over time, as cycle and pedestrian-friendly as their Dutch equivalents. This includes installation of high quality segregated cycle lanes on main roads, low-traffic neighbourhoods and high streets, and greater roadspace allocation for people walking.

The results from three Mini Holland schemes in London have shown dramatic improvements, with cycling increasing by 18 per cent and walking by 13 per cent in the first year after construction. Congestion did not rise in the longer term, because the changes allowed many people who had previously driven very short journeys to walk or cycle instead.

We are therefore looking to develop a shortlist of around 12 non-London local authority areas, to benefit from intensive investment in mini-Holland schemes on the same model. The main focus will be on replacing short car trips. Candidate authorities must be places where there is serious political commitment to dramatic change – not just for cyclists, but for everyone who lives and works there. There must also be clear plans for the mini-Holland schemes to be properly integrated into wider cycling and walking network plans (e.g. within the 4 and 10-year project pipelines).

More details on how to apply are set out in the attached FAQ guidance. Revenue funding will be made available to shortlisted authorities (up to £100k per authority) to develop detailed proposals later in the year. Longer term funding will be provided following the next multi-year Spending Review, expected later in 2021.

GP prescribing pilot

We are looking for a small group of Local Authorities to take part in a pilot to provide cycling and walking interventions as part of a social prescribing offer. These pilots must be supported by the local Clinical Commissioning Groups and Primary Care Networks.

Taking up cycling is amongst the most effective health interventions a person can make: according to a recent Glasgow University study, cycling to work can contribute to a 45% lower risk of developing cancer, a 46% lower risk of heart disease and a 41% lower risk of premature death, compared to a nonactive commute.

We will develop a shortlist of up to four authorities to take part in the pilot. The Department wishes to invite local authorities with areas of poor health and low physical activity rates to express their interest via a short letter. We invite EOIs from authorities with a range of experiences in social prescribing, from more to less mature. A commitment to innovation and buy-in from key stakeholders is important.

The project will seek to deliver personalised care through approaches determined most appropriate for the identified areas. A key network for this will be link workers experienced in social prescribing in primary care networks. Pilots will prescribe cycling or walking wherever appropriate, and make available cycles, as well as training, access to cycling groups and peer support.

To support patients to feel safe to cycle in their local community, places will need to invest in infrastructure improvements such as segregated lanes, low-traffic neighbourhoods and secure cycle parking. There must also be clear plans for the prescribing pilots and related infrastructure improvements to be properly integrated into wider cycling and walking network plans. Access to good quality green space and green routes, away from traffic, can both increase attractiveness of cycling and bring mental health benefits. Such interventions could be connected to NHS campaigns in the pilot areas.

As with the mini-Hollands development programme, more details on how to apply are set out in the attached FAQ guidance. Revenue funding will be made available to shortlisted authorities (up to £100k per authority) to develop detailed proposals later in the year.

Longer term funding will be provided following the next multi-year Spending Review, expected later in 2021.

Further advice and guidance

Cycle Infrastructure Design Guidance (LTN 1/20) one-day training events will be available to all local and combined authorities. This training is aimed at local highway teams, active travel teams and accessibility teams and will comprise a one-day interactive course. The training will be provided from July 2021 through to January 2022 by Sustrans with support from the LCWIP consortium (Sustrans, Living Streets and Cycling UK). Courses will generally be provided for single authorities (or combined authorities) and will be for 8 to 12 places for each authority (or combined authority) per course. To register your interest please book a slot for your authority at the following Eventbrite link https://www.eventbrite.co.uk/e/designing-high-quality-walking-cycling-infrastructure-ltn-120-guidance-tickets-155795834535.

We are arranging two one-hour online sessions for LAs during the early phase of the bidding window, to discuss the key requirements of the bidding process, and answer any remaining questions. These sessions will cover general bid and value for money requirements, monitoring and evaluation and guidance on consultation. Invitations for these sessions will be circulated in due course.

The Department is in the process of commissioning a number of roundtable events, where Local Authority Leaders and Cabinet Members, will have the opportunity hear from senior representatives of the Department for Transport, joined by other speakers, to discuss their experiences of implementing ambitious active travel programmes. More details on speakers, facilitators, aims, outcomes, and how to reserve a place will be circulated in due course.

Yours sincerely,



Rupert Furness

This page is intentionally left blank

Divisions Affected – Eynsham, Witney (North, East, South and Central)

CABINET

20 July 2021

A40 ACCESS TO WITNEY
PREFERRED OPTION AND IN PRINCIPLE USE OF STATUTORY POWERS

Report by Corporate Director Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**

a) Note the progress in developing the A40 Access to Witney project specifically the recent public engagement event undertaken to inform the preferred scheme options.

b) Approve Officer's preferred option recommendation and for the formal adoption by the Council of the A40 Access to Witney as an approved scheme.

c) Approve in principle the development of The Oxfordshire County Council (A40 Access to Witney) 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, in order to bring forward the timely development of the A40 Access to Witney project. Formal authority for the making of The Oxfordshire County Council (A40 Access to Witney) Compulsory Purchase Order 202[x] will be reported to Cabinet, and necessary approval sought, following public engagement on preferred options and submission of a planning application for the scheme.

d) Approve the preparation and service of statutory notices for the Requisition of Information pursuant to Section 16 Local Government (Miscellaneous Provisions) Act 1976 (as amended) to assist with determining the interests in the land required for the delivery of the scheme.

e) Approve the preparation of The Oxfordshire County Council (A40 Access to Witney) Compulsory Purchase Order 202[x] in draft , together with a draft Order Map, draft Order Schedule, draft Statement of Reasons and all

necessary land referencing activity in advance of seeking formal authority to make the Order.

Executive Summary

2. This report is technical in nature due to the fact that it is intended to be used as a part of the documentary evidence base throughout the statutory processes to which it relates, notably the bringing forward of a Highways Compulsory Purchase Order.

Scheme Purposes

3. The A40 Access to Witney project proposes improvements to the existing B4022/ A40 junction at Shores Green. The purposes of the A40 Access to Witney transport scheme are to:

- To reduce congestion and improve air quality in central Witney, including on Bridge Street and in the Air Quality Management Area
- To support the delivery of planned housing growth in Witney as set out the West Oxfordshire Local Plan 2031
- To improve access to the A40 from northeast Witney

4. A rigorous option selection process has been undertaken alongside a recent public engagement which has informed the preferred option presented. Further information about this process can be found within the Options Appraisal Report in Annex A.

5. The proposed scheme proposes the installation of west-facing slip roads at the A40/B4022 Shores Green Junction. An off- slip road on the eastbound carriageway and an on slip on the westbound carriageway (to Burford). The slip roads will connect with the existing B4022 road via signalised junctions. A general arrangement plan is contained at Annex B.

6. The proposed scheme option has a number of benefits including increasing highway capacity with the related congestion reduction and increase in road safety together with wider environmental and social aspects.

7. As part of a wider package of interventions the project also supports the delivery of circa 1,850 homes and economic growth within the Witney area.

8. The current estimated costs and budget sources for the preferred option are discussed within, including the financial implications of progressing the project into subsequent stages of delivery.

9. The delivery of the A40 Access to Witney project is supported by a dedicated project team, which sits within the A40 Programme business unit, within the Environment and Place Directorate.

10. Key delivery milestone dates for the delivery of the project are outlined in Table 1 of this report.

Exempt Information

11. This report is not confidential or exempt.

Background

12. Witney is a historic town located approximately 12 miles to the west of Oxford in Oxfordshire, with a population of 27,522 as per the 2011 census and over 10,000 households. Witney is the largest town and most densely populated area in West Oxfordshire and contains the main services for the district. There are almost 15,000 jobs (approaching a third of the total in West Oxfordshire District) engaged in wide ranging employment, including jobs in high technology, manufacturing and engineering firms, and the town provides West Oxfordshire's main services and facilities including retail, health care and leisure.

13. West Oxfordshire is a relatively affluent district, with weekly pay some 8% above the average for England, a well-educated workforce (47.5% with qualifications at NVQ4 and above) and a high proportion of the workforce in employment. The ratio of jobs to population is 0.86, implying the need for some out-commuting, but Oxfordshire as a whole has a job density of 1.0, indicating the potential to find employment opportunities within the County. There are also relatively high levels of car ownership, and the 2011 census showed that only 11% of households did not have a car or van (compared to 19% in the South East and 26% in England), and 51% of households had 2 or more cars or vans.

14. Witney has many bus services running within and through it to nearby towns such as Oxford, and Hanborough railway station. The S1 and S2 services provide a relatively high frequency service (around 4 – 5 buses per hour off-peak and up to 7 during the peak [during Covid restrictions] along the Carterton-Witney-Oxford corridor) from Monday to Saturday, running either via Eynsham and Botley or along the A40 and Woodstock Road.

15. The existing cycle network was analysed in 2020 to identify current limitations and the potential for improvements. There is a currently a mixture of shared-use paths and limited on-carriageway cycle lanes, but these do not combine to make a comprehensive safe cycling network. In order to enable a major shift towards active travel that will help to ease congestion as well as improve physical activity the county council has recognised the importance of delivering an integrated programme of cycle network improvements.

A40 Corridor Programme

16. The preferred scheme option presented for A40 Access to Witney should be considered alongside of the benefits to public transport and active travel the wider A40 corridor programme will deliver. These schemes include:

- New Park and Ride site at Eynsham
- A40 Eastbound and Westbound bus lanes and cycle path improvements between Eynsham and Duke's Cut bridges
- A40 Eastbound bus lane and cycle path improvements over the Duke's Cut Bridges
- A40 Dualling (including cycle path improvements) from just east of Witney to Eynsham
- A40 Oxford North running west from Wolvercote roundabout

Strategic Policy Context

17. Oxfordshire County Council's 4th Local Transport Plan (LTP4), Connecting Oxfordshire and the West Oxfordshire Local Plan (2031) provide key strategic policy context for the Access to Witney junction improvement proposed at A40/B4022 Shores Green.

18. LTP4 was published in 2017 and set out its policy and overall transport strategy. It outlines 3 main goals:
    - Supporting jobs and housing growth and economic vitality;
    - Reducing emissions, enhancing air quality and supporting the transition to a low carbon economy; and
    - Protecting and enhancing the environment and improving quality of life.

19. With forecasts for over 85,000 new jobs and 100,000 new homes by 2031, LTP4 recognised the challenges this growth will have on the transport network, in particular the challenge in enabling people to make journeys, whilst avoiding damage to the economy caused by severe congestion, as well as protecting the environment.

20. LTP4 includes an area strategy for Witney that recognises the need for new or enhanced roads related to new developments and to manage and, where appropriate, develop the county's road network to reduce congestion and minimise disruption and delays, prioritising strategic routes.

21. The Witney Area Transport Strategy (WATS) sets the following transport objectives for the town:

    - Establish a transport network that supports future growth and attracts economic investment by improving access to the strategic transport networks and managing through traffic.
    - Mitigate the local environmental impact of increased travel by addressing congestion, and poor air quality through improving opportunities for people to travel on foot, by cycle, and/or public transport, including Door to Door integrated travel (e.g. walking or cycling with bus/rail).
    - Support town centre vitality, by providing a local transport network that enables easy access to services by sustainable means

22. The West Oxfordshire Local Plan (2031) identified the Access to Witney strategic highway improvement scheme as being necessary to support the

quantum and distribution of planned housing and employment growth at Witney (the scheme was denoted as an 'Improved (All Movements) Shores Green Junction'). This improvement scheme was in addition to the improvements to the Ducklington Lane junction and the new roundabout on the A40 at Downs Road which have been completed in 2014 and 2018 respectively.

23. The Local Plan noted that delivery of Shores Green Slip Roads will be facilitated by the proposed East Witney Strategic Development Area (SDA) as outlined in Policy WIT1 and will be accompanied by proposed improvements to Bridge Street. The plan recognised that the scheme will mitigate the potential traffic impact of the developments on A4095 Bridge Street and the town centre and to provide improved accessibility to the retail, industrial and employment centres in south Witney.

A40 Access to Witney Project

24. Proposal to improve access to Witney started in 2014 with improvements to the A40/ Ducklington Lane junction and continued in 2018 with the opening of the new roundabout on the A40 at Downs Road to serve the new Windrush Place development.

25. Improvements are now proposed at A40/B4022 Shores Green Junction. The existing arrangement on the A40 only provides east-facing slip roads which allow traffic from northeast Witney to access the A40 toward Oxford, it is not possible to join the A40 and travel west towards Burford.

26. The County Council proposes to improve the junction through the delivery of west-facing slip roads which will enable traffic from northeast Witney to travel west on the A40 toward Burford without travelling through Bridge Street or the A40/ Ducklington Lane junction in Witney.

Scheme Objectives

27. The following objectives have been identified against which the potential and success of transport scheme proposals for the Witney area can be assessed

- Reduce future traffic flows in the Bridge Street area of Witney Town Centre
- Improve accessibility to/ from key destinations, and the resilience of the transport network to maintain journey time reliability
- Reduce the level of air pollution within the Air Quality Management Area in the town centre
- Provide a safe, secure and attractive environment for pedestrians and cyclists in Witney including easier access to and within the town centre
- Enable modal shift by improving public transport and the quality of service, reliability, or capacity
- Improve access to the A40 and the wider strategic road network, such as the A34 and M40, without having to travel through the town centre
- Support the vitality, viability, performance and attractiveness of the town centre

- Allow the town to develop in accordance with the current Local Plan, and in particular deliver housing developments in north and east Witney and in the strategic development areas
- Make best use of existing infrastructure assets

Scheme Description

28. The scheme proposes the installation of west-facing slip roads at the A40/B4022 Shores Green Junction. An off- slip road on the eastbound carriageway and an on slip on the westbound carriageway (to Burford). The slip roads will connect with the existing B4022 road via signalised junctions.

Need for the Scheme - Economic, Environmental and Social Benefits

Supporting Growth

29. The relatively high incomes in West Oxfordshire are dwarfed by the cost of housing, with average house prices some 28% higher than the average in England, although lower than the average for Oxfordshire as a whole. As a result, there is significant demand for new homes in Witney.

30. Witney is a key focus for housing growth under the current West Oxfordshire Local Plan (2031), which was adopted in 2018. Witney has doubled in population over the last 30 years and much of its growth has taken place in extensions to the north, west and east of the town.

31. The West Oxfordshire Local Plan proposes delivery of around 15,950 new homes by 2031 and is underpinned by a general presumption in favour of 'sustainable development'. There are limited opportunities for housing within the existing built-up area of Witney and as such there is a need to develop on the fringes of the town. Local Plan growth proposals comprise 4,702 new homes in the Witney sub area by 2031.

32. In this context, the Local Plan identified two strategic development areas (SDA) in Witney. One SDA is to the north of Witney (with land currently allocated for 1,400 homes) and the second SDA is to the east of Witney (with land currently allocated for 450 homes).

33. A range of development and transport scenarios were modelled in support of the West Oxfordshire Local Plan (2031) to determine how future development in the town and a range of transport schemes would affect traffic flows. This traffic modelling indicated that proposed Local Plan development would lead to significant congestion issues on Bridge Street without additional highways interventions.

34. The two schemes which showed the greatest potential to reduce congestion were the construction of west-facing slip roads at Shores Green and a new "West End Link" which provides a second crossing of the River Windrush east of Bridge Street.

35. As a result, the West Oxfordshire Local Plan (2031) identifies the Access to Witney strategic highway improvement scheme as being necessary to support the quantum and distribution of planned housing and employment growth at Witney.

Environmental

36. Traffic congestion is a serious and recognised concern in Witney, and an Air Quality Management Area (AQMA) has been designated at Bridge Street. The main areas of congestion in the existing peak periods are the links around the Bridge Street area, B4022/A4095 junction and on both sides of the River Windrush.

37. Bridge Street, currently carries an average of 29,000 vehicles/day. High levels of congestion lead to social and economic costs to the local area as a result of increased journey times (including for bus passengers) and increased driver frustration, poor journey time reliability.

38. The Bridge Street area is covered by an existing AQMA and (based on these future year traffic forecasts) would be expected to continue to have air quality issues notwithstanding an expected long-term shift to lower emission vehicles.

39. The provision of west-facing slip roads at Shores Green will reduce the need for traffic to route along Bridge Street by providing an alternative means of access to the west of Witney via the A40 and will allow those travelling further west to access the A40 at the A40/B4022 Shores Green junction rather than at the A40/ Ducklington Lane junction. This will help improve air quality in the AQMA.

40. A reduction of traffic on Bridge Street and through the town centre will make walking and cycling more attractive, enabling a shift from the private car to more sustainable transport options, further helping to improve the air quality within AQMA.

Social

41. Delivering an enhanced and safer highway network which reduces congestion will result in a reduction in accidents and severance for all road users and particularly for those walking and cycling with the town centre.

Need for the Scheme – Reducing Congestion and Improving Access

42. Traffic modelling carried out in 2018, which looked at planned growth in Witney as well as general trends in road transport, suggests that by 2031 traffic flows in the morning and evening peaks are likely to increase by between 17% and 21% compared to the levels in 2018. This would result in key routes in the centre of Witney being over capacity during the busiest periods, which is likely to lead to extensive queuing and delays unless steps are taken to reduce traffic volumes.

43. Witney's congestion problems are in large part due to there being only one main vehicular crossing point across the River Windrush at Bridge Street, which acts as a bottleneck to traffic travelling east – west across the town.

44. For residents in the north and east of Witney wishing to travel to Witney town centre, the employment areas to the west of town, and the westbound A40, routing via Bridge Street is currently their only feasible option. As noted above, this results in congestion and air quality issues.

45. A reduction of traffic and congestion in the town centre on Bridge Street will reduce delays and provide greater reliability for bus services helping encourage more bus use.

46. In terms of active travel, in 2020 Oxfordshire County Council published an East Witney Cycling Strategy to improve cycle infrastructure from east Witney to enable and encourage a greater proportion of short trips to be undertaken by cycling. Key improvements identified as required by the county council included improved links along and across the B4022, an improved connection to South Leigh across the A40 at Shores Green, and a direct connection between the East Witney Strategic Development Area and the town centre.

47. The proposed scheme will provide controlled pedestrian and cycle crossings at Shores Green as well as safeguarding the cycle connection into the East Witney SDA (providing a connection to and from South Leigh to Cogges and Witney Town Centre).

Planning Policy Context

48. The Development Plan for the Access to Witney planning application comprises:

- West Oxfordshire Local Plan 2031
- South Leigh Neighbourhood Plan

49. Key material planning policy considerations include the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), Oxford Local Plan and Oxfordshire Local Transport Plan 4. Emerging planning policy documentation will also form material considerations with weight to be attributed depending on the stage of the Local Plan process the document has reached.

Form and Scope of Planning Application

50. OCC is preparing a single, full planning application accompanied and supported by a single Environmental Impact Assessment (EIA).

Regulation 3

51. OCC acting as Applicant intends to submit a full planning application to OCC as the LPA. OCC is required to determine some of its own planning applications by virtue of Regulation 3 of the Town and Country Planning General Regulations 1992. Regulation 3 enables OCC to make planning applications to itself

providing that the development is to be carried out by or on behalf of the Council and the interest in the development by the Council is significant.

Planning - Current Position

52. Currently, the Access to Witney scheme is at pre-application stage. OCC as Applicant is working with the LPA to finalise pre-application arrangements, including the approach for delivering collaborative working practices at pre-application stage with Officers from the local and district authorities.

53. A Scoping report, which sets out in detail the proposed approach to the requisite EIA was submitted to the LPA on 1st June 2021 (R3.0079/21).

54. A similar scoping report for Transport Assessment has been submitted to OCC Transport Development Control for their comments on 4 May 2021.

Preferred Option

55. Options appraisal for this scheme complied with the requirements arising from Department for Transport's Transport Appraisal Guidance (TAG). In line with TAG a 'long-list' of options is identified based on the local challenges and the scheme objectives and preparation of an Options Appraisal Report (OAR), as contained at Annex A.

56. The options in the long list were strategically assessed against the following sifting criteria:

- Objectives: Qualitative scoring of all of the long-list options against the scheme objectives;
- Affordability: Considers the likely financial affordability of an option including potential funding arrangements;
- Deliverability: Considers the dependencies of the option and interface risk in relation to other projects, timescales of delivery including whether it accommodates the funding window, contractual complexity and risks, including the necessary land acquisition and the potential for compulsory purchase as a matter of last resort;
- Acceptability: Considers stakeholder acceptability of an option including public acceptability, local authorities, delivery partners, statutory bodies, landowners and utility companies;
- Feasibility: Considers practical feasibility of an option in terms of engineering and complexity.

57. In total, 33 options were considered which had the potential to tackle the identified issues. These options comprised interventions across the whole of the Access to Witney study area and encompassed improvements to the highways network (including upgraded junctions and new links), public transport improvements, active travel interventions, and parking management. The majority were sifted out early in the assessment process, and a number of other options are being considered for inclusion in a revised Witney Transport Strategy.

58. Five different types of junction arrangements (conventional slip roads, at-grade roundabout, D-Links) at the A40/B4022 junction were shortlisted for a second assessment. This resulted in the west-facing slip roads option being selected for further analysis and design refinement.

59. Three design variants of west-facing slip roads option were subsequently developed into the next stage of detail.

Preferred Option

60. After comparison of relative benefits and issues with each design layout and incorporating the feedback as set out within the Consultation section of this report the signalised junction was selected as the preferred option as shown at Annex B.

61. The preferred design layout will provide:

- Improved access to the A40 for the residents of northeast Witney.
- Support the delivery of strategic housing sites in north and east Witney identified in the West Oxfordshire Local Plan.
- Safer pedestrians and cycle movement through the signal-controlled crossings.
- Improved pedestrian/cycle network by connecting the existing shared footway north of the B4022 to the existing footway/bus stop east of the A40 overbridge, providing an improved walking and cycling connections from South Leigh to Cogges and to Witney.
- An additional crossing of the B4022 west of exit slip, linked to the Public Right of Way (PRoW) network via a relocated PRoW south of B4022.
- Enable the county council to react more efficiently to changes in traffic flow using traffic signals, providing better network control and resilience.

Programme

62. The delivery programme has undergone a full review and with the input of a number of key delivery partners to ensure that it is as robust as possible. The programme is being continually updated as the project progresses and in line with Council internal governance requirements.

63. Key milestones through to successful scheme delivery are set out within Table 1.

64. The critical path to the delivery of the A40 Access to Witney project is to successfully acquire all of the necessary land and new rights required for the delivery of the scheme. At present, the programme reflects a worst-case position that the order (or any number of them) will be contested and the Secretary of State for Transport will call a local Public Inquiry.

65. Acquiring authorities should acknowledge and understand that every effort should be made to acquire the necessary land interests and new rights by

private agreement with the affected parties and that **compulsory acquisition is a matter of last resort**. The Council has appointed external property agents and CPO legal specialists to undertake this work. However, acquisitions by negotiated agreement of all of the land affected and new rights required may not be possible within the funding window for this scheme and are, therefore, a key risk to its delivery.

66. Whilst acquisition by agreement will be diligently pursued, from a timescale perspective, initiating the CPO process over the entire land holding that is required to implement the scheme offers certainty should parallel negotiations to acquire the land and new rights by agreement be unsuccessful. This is particularly important considering the funding window within which this scheme needs to be delivered.

Table 1 – Proposed Key Milestones

Activity	Target Date
Public engagement	May 2021
Cabinet – in principle use of statutory powers	July 2021
Planning application	late 2021
Detailed design commences	late 2021
Cabinet – resolution to CPO	early 2022
Planning determination	late Spring 2022
Detailed design complete	late 2022
Possession of land	mid 2023
Construction commences	mid 2023
ALL Construction Complete	mid 2024
Project Close	Late 2024

67. COVID-19 programme effects moving forward have been included as far as reasonably practicable within the timescales quoted above. The potential ongoing effect is discussed further within the Risk Management section of this report.

Corporate Policies and Priorities

68. The delivery of the A40 Access to Witney project will actively support the following key themes within Oxfordshire County Council's Corporate Plan 2020-24:

- Providing services that enhance the quality of life and protect the local environment.
- Supporting a thriving local economy by improving transport links to create jobs and homes for the future
- Taking action against Climate Change

Financial Implications

Project Costs

69. The following is a high-level breakdown of the current project costs for the preferred option, reviewed in detail in June 2021:

-
- Stage 0/1 Feasibility £0.830m
- Stage 2/3 Development and Design - £1.110m
- Stage 4 Detailed Design – £ 0.565m
- Stage 5 Construction - £ 8.450m
- Stage 2-5 Client and miscellaneous costs – £ 0.990m
- Legal and property fees (inc. land) – £ 0.515m
- Statutory Undertakers diversions - £1.465m

70. All figures are inclusive of the appropriate inflation allowances.

71. The risks associated with scheme delivery are underwritten by a £2.165m quantified risk and contingency fund which are accounted for separately within the overall forecast budget & included within the Stage 5 costs shown above.

72. Therefore, the total scheme cost to completion is **£13.925m.**

Project Funding

73. The project is funded as follows;
- Housing Growth Deal - £5.900m
- Secured Section 106 - £1.162m
- Unsecured Section 106 - £6.863m

74. There are a number of risks associated with the unsecured element of the funding for the scheme, notably;
- Ability to recover section 106 developer contribution in full; any shortfall in funding will need to be met by the Council by reprioritising the capital programme or funding through borrowing.
- Timing of agreement to secure funding certainty; the Council may need to continue to progress the scheme, including committing expenditure, with only part funding in place for a prolonged period.
- Phasing of receipt of the developer contribution; Once the developer contribution is secured, the timing of the receipt of contributions may still require the Council to temporarily fund the scheme via borrowing over the medium to longer term until the Section 106 Contributions are received.

75. A further report will be brought to Cabinet to make the CPO application. This is anticipated to be in early 2022. The report will include an update on the risks set out in paragraph 72 relating to the unsecured section 106 funding and

propose alternative options for funding the scheme if the risks have materialised.

76. All project development costs are at this time and will continue to be up to the point of scheme construction being funded via the Housing and Growth Deal allocation.

Comments checked by:
Rob Finlayson, Finance business Partner, rob.finlayson@oxfordshire.gov.uk

Legal Implications

Statutory Powers

77. Members should note that whilst the Council has compulsory purchase powers as an Acquiring Authority, under the Highways Act 1980 and the Acquisition of Land Act 1981, as referenced elsewhere in this report, these powers should be used as a matter of last resort. Dialogue with affected landowners has commenced and will continue in parallel to acquire by negotiation as a first principle.

78. While an Authority can use compulsory purchase powers where it is justified and expedient to do so, in considering whether to confirm the CPO, the Secretary of State will need to be satisfied that there is a compelling case in the public interest for compulsory acquisition. Members should therefore apply a similar test before authorising the in-principle decision to use these powers based on the balance of the information contained in this report. This is in the knowledge that a further report will be brought to Cabinet in late 2021 seeking authority to make the formal statutory Order itself.

79. The Acquiring Authority is also expected to show that if compulsory acquisition is authorised, the scheme is unlikely to be blocked by physical or legal impediments to deliverability. These include related infrastructure works, funding and the need for planning permission, the positions of all of which are covered under various sections of this report.

80. Members should also note that once the CPO is made (following any future Cabinet authority required), those parties with an interest in the land and the public generally have a right to object to the CPO and, if so decided by the Secretary of State for Transport, have their objections heard at a local Public Inquiry. As Acquiring Authority, the Council must make the case for confirmation of the CPO to the Secretary of State but, if heard in a public Inquiry, the case will be made and tested in this forum. The CPO does not take effect until confirmed by the Secretary of State. Confirmation of the CPO affords the Acquiring Authority the power to compulsorily acquire land, but those powers have to be actively engaged, which has statutory minimum time periods for taking possession of land. Once the Order is confirmed, any party aggrieved by the decision has a further six weeks from the first date of public notification of the confirmation in the local press to challenge the decision in the High Court on a point of law, often referred to as statutory Judicial Review. This could result

in the Order, or the decision to confirm it, being quashed in whole or in part. The same principles of statutory challenge apply in relation to the Side Roads Order.

81. The principal powers in the Highways Act 1980 are:

- Section 239(1), which provides that a highway authority may acquire land required for the construction of a highway which is to be maintainable at the public expense;
- Section 239(3) which allows a highway authority to acquire land for the improvement of a highway being an improvement which the authority is authorised to make under the Act;
- Section 240, which allows the acquisition of land in relation to an order under Section 14
- Section 246 authorises the acquisition of land for the purpose of mitigating the adverse effects of the construction or improvement of highways;
- Section 250 authorises the compulsory acquisition of new rights over land; and
- Section 260 authorises the clearance of the title to land already held by the Council and required for the scheme and which might otherwise interfere with the Council's activities in exercising its statutory powers to construct the works.

though it should be noted that a full assessment of appropriate Highways Act powers will be included in the Report to Cabinet for the making of the CPO in due course.

82. Some of the areas over which freehold title is to be acquired may not be required for the permanent works and may be offered back to the current owners at Open Market Value under the Crichel Down Rules, providing that certain criteria are met. There is no obligation on these parties to purchase the land back and so the Council should assume that all land will be retained, whether surplus or not, and budget accordingly.

83. It should be noted that the confirmation of compulsory purchase powers does not require that those powers be used nor does it acquire the land interests; it only provides the ability to use them. The Acquiring Authority has a duty to continue to try to acquire all necessary interests by private treaty agreement, where possible, with powers of compulsory purchase being used only as a matter of last resort. There is a statutory process pertaining to the implementation of powers, which will be reported to Cabinet when authority to make the CPO is sought, targeted for November 2021.

84. There may also be a requirement for both permanent and temporary traffic regulation orders (TROs) to enable the scheme, however, Cabinet approval is not required to implement these.

<u>Requests for Information</u>

85. In order to pursue a CPO, Acquiring Authorities must undertake diligent enquiry to ascertain the land interests that exist in relation to each parcel of land required to facilitate the delivery of the scheme. The Council has engaged land referencing specialists to undertake this work, which feeds into the Order Map and Order Schedule.

86. Albeit that much of the information regarding interests in land can be discovered from investigation of the information held at HM Land Registry, one of the key components of land referencing is the ability to request information directly from the parties known from the desktop referencing process. These requests take the form of statutory requisitions for information pursuant to Section 16 of the Local Government (Miscellaneous Provisions) Act 1976 (as amended).

87. Such requisitions provide for a minimum 14-day period from receipt for a response, though authorities often provide a longer period. Non-response to a statutory requisition for information is a criminal offence and it is for this reason that the approval of Cabinet to the service of these notices is sought, over and above the delegated powers to officers in the Council's Standing Order. It should be noted that any action taken as a result of an offence being committed is entirely at the discretion of the Council.

Human Rights

88. The Human Rights Act 1998 incorporated into domestic law the European Convention on Human Rights ("the Convention"). The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual.

89. The following articles of the Convention are relevant to the determination as to whether a compulsory purchase order should be confirmed:

- Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. Any interference with possessions must be proportionate and, in determining whether a particular measure is proportionate, a fair balance must be struck between the public benefit sought and the interference with the rights in question;
- Article 6 entitles those affected by the powers sought in any CPO to a fair and public hearing by an independent and impartial tribunal;
- Article 8 protects the right of the individual to respect for his private and family life, his home and his correspondence. A public authority cannot interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, inter alia, national security, public safety or the economic wellbeing of the country.

90. Any CPO has the potential to infringe the human rights of persons who own property in the Order Land. Such infringement is authorised by law provided:

- the statutory procedures for obtaining the Order are followed and there is a compelling case in the public interest for any CPO; and

- any intervention with the Convention right is proportionate to the legitimate aim served.

91. A full consideration of human rights implications of the Scheme will be considered when reporting to Cabinet in November 2021 for authority to make the CPO.

Comments checked by:
Christian Smith, Principal Solicitor, Christian.smith@oxfordshire.gov.uk

Staff Implications

92. The resource requirements to successfully deliver the A40 Access to Witney project will come from existing project and technical management functions, primarily within the Environment and Place Directorate. This will be supported by other disciplines from across the Council organisation as the need arises.

93. Specialist legal advisors are already engaged to provide support to the CPO and other such statutory processes to limit the potential for future challenge to an absolute minimum.

94. Where external professional staffing resources are being utilised, there is an ongoing plan to ensure corporate knowledge transfer and developing an in-house delivery and technical capacity and expertise.

95. The forecast Council staffing costs of project and technical management to completion are contained within the total budget quoted within this report. These are funded through the capital programme.

Equality & Inclusion Implications

96. The equalities implications of the A40 Access to Witney scheme will be assessed robustly through the design development stages of the scheme. These equalities implications will be considered in line with the Equality Act 2010 and through the completion of an Equality Impact Assessment (EqIA) as part of the development of the scheme and wider A40 programme.

97. The Public Sector Equality Duty (PSED), to which the County Council is also subject, places additional obligations on public sector bodies to eliminate discrimination, advance equality of opportunity and foster good relations. Recognising and complying with these higher standards is required to discharge the PSED. In particular, steps must be taken to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share that characteristic.

98. Work towards this has already taken the form of considering the safety of all pedestrians, cyclists, and horse-riders through a Walking, Cycling and Horse-Riding Assessment & Review which will form part of the information presented at planning. This continual review and development process will ensure that the

protected characteristics, particularly those of age and disability, are considered appropriately in the design of the schemes through the provision of suitable crossing facilities and segregated routes of a high standard along all of the schemes. Further to this, by facilitating new bus services and better access to urban and rural areas for non-motorised users, the needs of all people are being addressed. Reviewing the EqIA and the County Council's PSED will be a continuous process throughout the development of the scheme.

Sustainability Implications

99. Sustainability implications of the scheme will be considered further as part of the forthcoming planning application and subsequent reports to Cabinet to secure authorities to make the Order.

Risk Management

100. Further information around risks and their management can be found at Annex D, including a register of key strategic risks to the project.

101. Emerging risks will be escalated through the capital governance process to ensure that issues and risks arising and impact on the Council are considered and managed.

102. COVID-19 currently poses an unquantifiable risk to the project's future delivery programme. COVID-19 impacts will be closely monitored and implications on programme reported.

Consultations

103. There is a detailed communications and engagement plan in place for the project. The purpose of this is to ensure consistency of approach across the wider A40 programme, ensuring that this is seen as a joined up complementary investment programme.

104. Between February and late April 2021, a series of briefings were held with the following stakeholder groups in advance of the formal engagement exercise;

- West Oxfordshire District Council.
- Parish Councils of Eynsham and South Leigh
- Landowner engagement has been ongoing since early 2020 seeking acquisitions by negotiation. Many of these are well progressed. Furthermore, intensive engagement with affected landowners has been undertaken during the months March – June 2021 as the scheme preferred options became known. This will continue throughout all subsequent stages of delivery.
- A combined forum of cycling groups

- Proactive engagement with statutory bodies such as the Environment Agency and Natural England to ensure that any scheme impacts are carefully and comprehensively mitigated.
- Engagement with developers of adjacent sites

105. The feedback gathered at these initial engagement processes was used to inform the scheme design and materials which were subsequently presented at the formal engagement event.

106. In May 2021 the A40 programme and A40 Access to Witney web pages were updated and re-launched in advance of the recent public engagement event in order to make these more accessible, user friendly and in preparation for further and more detailed updates to be provided to the public during the subsequent stages of delivery.

A40 Access to Witney | Oxfordshire County Council

107. To inform the preferred scheme options and as part of the development of the planning application for the scheme a formal public engagement event took place over four weeks commencing on the 10 May 2021. This included an intensive programme of virtual public exhibitions and stakeholder meetings within these timeframes.

108. This stage allowed the public to give feedback on the scheme via dedicated email address, survey web-form, printed response form or a dedicated phone number. The council advertised the consultation via the local media, social media and a direct mailing campaign.

109. Information about the scheme could be obtained online, at the consultation events, in the dedicated consultation booklet/response form or via a discussion with a council officer via the dedicated project email/phone number. This included general information about each of the options plus the relevant scheme plans.

110. A Statement of Community Involvement (SCI) was produced following the formal engagement event, included as a background paper to this report. This contains the complete analysis of the engagement event responses, an executive summary of which is included at Annex C, noting that this continues to be a live document up to the point it is submitted as part of the planning application.

111. Key response facts and figures;

- We have seen at least 6,321 sessions on the pages associated with the A40 Programme. Just under 5k of those were unique users. This generated at least 175 clicks through to the virtual engagement room Social media adverts delivered over 10,000 clicks through to the A40 Programme web pages.
- The total number of feedback forms received from the engagement event was 39,

- A similar number of email responses were also received which are reflected in the statement of community involvement. The themes of the responses received by email were consistent with those gathered through the formal feedback system.
- From the answers provided through the formal feedback **69% indicated they strongly supported / supported the A40 Access to Witney scheme**; 5% indicated they had minor concerns, 13% had significant concerns; and the remainder stated no preference.

112. Key response themes include;

- Improvements at the junction are overdue
- Support for reduction of traffic in Witney town centre
- Increase in traffic in the immediate area
- Consideration given too alternative scheme options
- Increase in "rat running" through adjacent areas potentially caused by the scheme
- Current cost estimates
- Conflicting views on whether the scheme would improve or decrease road safety.

113. Strong support for the scheme was received from the relevant County Council Member and West Oxfordshire District Council.

114. An updated set of frequently asked questions have been published to the project webpage since the engagement event closed in particular addressing any concerns raised. Those who offered their views on the scheme were notified of this via email.

115. Due to the relative simplistic nature of the scheme in question and the high level of support for the scheme in its current form it is not proposed to make any amendments to it. It is however noted that engagement with the adjacent residents of High Cogges and South Leigh Parish Council will continue to monitor any observed impacts and where necessary implement mitigation measures.

116. Therefore, it can be seen that the A40 Access to Witney preferred option as amended are supported by a range of stakeholders hence the recommendation to Members to approve, and to enable a planning application to be submitted later in 2021.

Bill Cotton
Corporate Director for Environment and Place

Annexes:

Annex A – Options Appraisal Report (available only on the meeting webpage under "Additional documents")

Annex B - General Arrangement Plan – Preferred Option
Annex C – Statement of Community Involvement – Executive Summary
Annex D – Risk Management and Strategic Risk Register

Background papers:

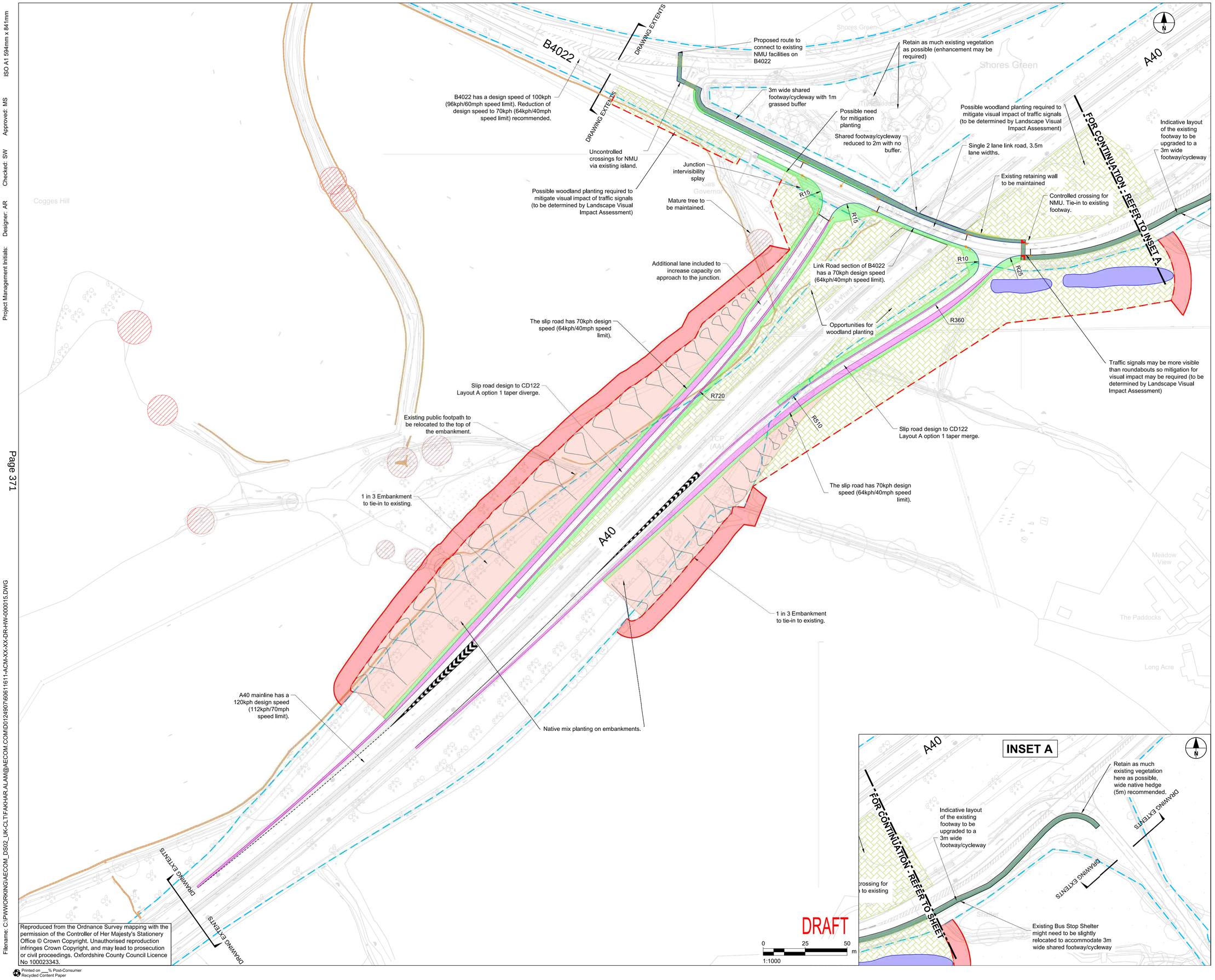
Statement of Community Involvement (SCI), June 2021 – available online at: A40 Access to Witney | Oxfordshire County Council

Contact Officer: Tom Shuttleworth, A40 Programme Lead, 07908059132, tom.shuttleworth@oxfordshire.gov.uk

July 2021

ISO A1 594mm x 841mm
Approved: MS
Checked: SW
Designer: AR
Project Management Initials:

Filename: C:\PWWORKING\AECOM_DS02_UK-CLT1FAKHAR.ALAM@AECOM.COM\D012490760611611-ACM-XX-XX-DR-HW-000015.DWG



DRAFT

0 25 50 m
1:1000

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No 100023343.

Printed on ___% Post-Consumer Recycled Content Paper

AECOM

PROJECT

ACCESS TO WITNEY

CLIENT

OXFORDSHIRE COUNTY COUNCIL

County Hall, New Road
Oxford, OX1 1ND
Tel: 01865 792422
www.oxfordshire.gov.uk

CONSULTANT

AECOM I&E Ltd.
AECOM House, 63-77 Victoria Street
St Albans, Herts AL1 3ER
Tel: 01727 535000
www.aecom.com

NOTES

1) ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2) DO NOT SCALE FROM THIS DRAWING.
3) THIS IS A DRAFT WORK IN PROGRESS DRAWING. FURTHER CHANGES ARE LIKELY TO THE DESIGN.
4) THE ROAD MARKINGS ON THIS DRAWING ARE FOR ILLUSTRATION PROPOSES ONLY.

KEY

- PROPOSED INDICATIVE KERBLINE
- EXISTING LAYOUT
- PROPOSED ROAD MARKINGS
- INDICATIVE EXISTING HIGHWAY BOUNDARY
- PROPOSED VERGE
- PROPOSED HARD SHOULDER
- EXISTING CATEGORY "A" TREES
- DIRECTION OF EMBANKMENT
- PROPOSED PRIMARY SIGNAL POLE
- PROPOSED SECONDARY SIGNAL POLE
- PROPOSED CONTROLLED TACTILES
- PROPOSED SHARED FOOTWAY/CYCLEWAY
- PROPOSED POND
- PROPOSED NATIVE MIX PLANTING (WHIPS)
- PROPOSED WOODLAND MIX PLANTING (VARIETY OF SIZES)
- EXISTING PEDESTRIAN RIGHT OF WAY
- INDICATIVE LOCATION OF NEW HIGHWAY BOUNDARY
- ADDITIONAL LAND REQUIRED FOR CONSTRUCTION

ISSUE/REVISION

2	17/12/2020	FURHTER OCC COMMENTS
1	30/11/2020	FOLLOWING OCC COMMENTS
0	28/10/2020	FEASIBILITY DESIGN
I/R	DATE	DESCRIPTION

KEY PLAN



PROJECT NUMBER

60611611

SHEET TITLE

ACCESS TO WITNEY
FEASIBILITY STUDY - OPTION 2A-G
SHEET 1 OF 1

SHEET NUMBER

60611611-ACM-XX-XX-DR-HW-000015

This page is intentionally left blank

NOTE

Project name:	Access to Witney
Project number:	332110548
Date:	18 June 2021
Prepared By:	Bal Tiwana and Gemma Care
Subject:	**Access to Witney Online Public Engagement Summary Note (v3)**

1. Overview of online public engagement process

1.1. The A40 Programme team undertook an online public engagement exercise for Access to Witney between 10 May and 7 June 2021 (inclusive) which ran in parallel with the A40 HIF2 Smart Corridor engagement exercise. Both schemes form part of the A40 Improvement programme.

1.2. Table 1.1 below summarises the key activities and publicity undertaken as part of the public engagement process to support the Access to Witney proposals.

Table 1.1 Online public engagement timeline

Date	Activity
5 May 2021	OCC A40 Improvement webpage go-live date
10 May 2021	Online exhibition go-live date
10 May 2021	OCC consultation portal for submitting feedback go-live date
13 May 2021	Online public engagement publicised in 'YourOxfordshire' resident's newsletter
14 May 2021	Paper copies of exhibition boards delivered to four local libraries for public display (Eynsham, Burford, Carterton and Witney)
15 &19 May 2021	Outdoor advertising displayed in Kidlington, Witney and Cheltenham
18 May 2021	Live webinar event no. 1 (including Q&A)
22 May 2021	Live webinar event no. 2 (including Q&A)
27 May 2021	Decision to extend the deadline for comments to 7 June 2021
7 June 2021	OCC consultation portal for submitting feedback closes

1.3. The project team established a new 'A40 Improvements' webpage which provided an overview of the six A40 Improvement schemes and access to a dedicated Access to Witney webpage, virtual exhibition and frequently asked questions webpage.

1.4. The virtual exhibition provided the opportunity for participants to complete a feedback form online via the OCC consultation portal. A dedicated email address was also set up to provide the opportunity for comments and questions to be submitted to the project team.

1.5. The project team also held two live online webinar events hosted via Microsoft Teams to give participants the opportunity to ask questions to members of the team directly. This aimed to recreate as far as possible a traditional 'in-person' public exhibition while complying with the Government's Covid-19 guidelines.

NOTE

1.6. The following measures were put in place to ensure that participants without access to the internet or experienced issues with accessing materials online had the opportunity to view and comment on the proposals:

- The public engagement was advertised in print ('Oxford Mail)
- The advertisement included a telephone number to request printed copies of the online exhibition boards and feedback form.
- A Word version of the online feedback form was emailed out to stakeholders on request for completion offline.
- A PDF copy of the online exhibition boards was emailed out to stakeholders on request to print the information at home.

2. Overview of participation

2.1. Key statistics on participation in the online public engagement are summarised below:

- At least 6,321 visitors to the A40 Improvements webpages. Just under 5,000 of these visitors were unique users.*
- On average, visitors spent over two minutes on the A40 Improvements webpages, which indicates that visitors engaged with the content.
- Visitors viewed two or more webpages per session on average, which again indicates that visitors engaged with the content.
- At least 175 individuals clicked through to the Access to Witney virtual consultation portal.*
- 39 feedback form responses via the virtual consultation portal.
- 15 email responses.
- 18 sign-ups/attendees of live webinar events.

2.2. It is important to note that the actual number of visits to the A40 Improvement webpages and the online exhibition is likely to be significantly higher than the reported results.* This is because the figures recorded by Google Analytics only represent those visitors who accepted cookies on entering the site; typically, only 10-20% of visitors accept cookies.

2.3. The social media activity records indicate that the actual number of visitors to the A40 Improvements webpages was higher than the Google Analytics data suggests:

- Facebook adverts generated 10,000 clicks throughs to the A40 Improvements landing webpage.
- Facebook adverts were viewed by at least 100,000 users and adverts were targeted to areas that use the A40.
- The Next Door post generated just under 6,700 'impressions'. Next Door is a local social channel that allows posts to be targeted at the local level (street/parish level).
- YourOxfordshire messages generated 807 click throughs to the A40 Improvements landing webpage.
- Email notification about the online exhibition generated 50 clicks throughs to the A40 Improvements landing webpage.

3. Summary of responses

3.1. Responses on the proposals were received via two channels:

- 39 feedback form responses submitted via the consultation exhibition.
- 15 queries and responses submitted via email.

3.2. A number of responses were received from key stakeholders including:

- West Oxfordshire District Council – The Council strongly supports the principle of the proposal and the timely progress being made by the County Council in taking the project forward. Having reviewed the preferred scheme, the District Council is strongly supportive.
- South Leigh Parish Council – Concerned that the scheme as proposed will: cause rat running through the village, lead to increased light, noise and emissions population; lead to an increased risk of flooding; and loss of biodiversity. SLPC has also highlighted that parishioners have raised concerns about pedestrian and cycle access through the proposed Shores Green interchange towards Oxford Hill. Questions also raised during webinar and follow-up email setting out the questions.
- Witney Town Council (unverified) – Supportive of the proposal.
- The Mawle Trustees and the Trustees of the Northfield Life Interest Settlement – The Trustees own the land that comprises the East Witney Strategic Development Area. This includes the area of land required to deliver the A40 Shores Green 'off slip'. The Trustees welcome the County Council's 'Preferred Option', which includes a simple T-Junction 'off-slip'. Also welcomed are the proposed improvements to foot and cycle connectivity to the A40 itself.
- Walker Family – Object to Preferred Option 2A - the scoring system used by AECOM and OCC to appraise the alternatives are flawed. Preference for Option 17, which is "simpler, greener and cheaper" – this opinion is supported by Graham Soame, SLPC Member and others.
- Cllr Duncan Enwright – Strong support for the scheme, however considers that it is important that the proposed design does not increase traffic through South Leigh. Also questions whether Option 17 could be altered to ensure less queuing at roundabout.

3.3. Other responses can be briefly summarised as follows:

- Support for an alternative option (17).
- Concerns about increase traffic, including at Oxford Hill, Bridge Street - the residents of Cogges and Madley Park estates will still drive into Witney.
- Witney-Oxford train line should be given more consideration.
- Concerns about the accessibility of online consultation.

Online feedback form results

Views on Access to Witney

3.4. A summary of the key themes arising from the project-specific feedback form questions (nos. 7 – 11) is provided below.

Q7. What is your view on our preferred design layout to install west-facing slip roads at the A40/B4022 Shores Green Junction with signalised junctions?

Summary of Responses

- There is majority support for preferred design layout from respondents (54%) including from Cllr Duncan Enright and an unnamed Town Councillor for Witney.
- The most popular recurring themes for comment were that improvements were already overdue at the site location (mentioned in 6/34 comments) and stating support for the principle of removing traffic from the town centre (mentioned in 5/34 comments).
- For those voicing concerns, the most recurring themes were:
    - The preference for a roundabout led highway design (mentioned in 5/34 comments) as they felt a signalised junction would lead to more traffic jams (mentioned in 5/34 comments); and

NOTE

- Concern for road safety was mentioned in 4 out of 34 comments. However, a similar number of commenters felt a junction would provide a safer layout in comparison to a roundabout lead arrangement (3/34).

Table 3.1 Q7 Response Overview

	Number	%
Strong Support	8	21%
Support	13	33%
Neutral	4	10%
Minor Concerns	6	15%
Significant concerns	7	18%
Don't know	1	3%
Total	39	100%

	Support	Concerned
Support split	54%	33%
Number of commenters	34	87%

Table 3.2 Q7 Recurring Themes

Theme	Mentions	Rank
Delivery of improvements to Shores Green Junction overdue.	6	1
Supports principal removal of traffic from town centre	5	2
Prefers inclusion of a roundabout	5	3
Believe traffic light junctions will lead to traffic	5	4
Concern for road safety	4	5
Layout provides improved safety compared to a roundabout	3	6
No Comment - Support	3	7
Supports increased access to Witney/A40	2	8
Efficient design	2	9
Impact on High Cogges	2	10
No Comment - Neutral	2	11
Requests further details on establishing initial options for testing.	1	12
Questions whether there is pedestrian demand within the area.	1	13
Concerned about traffic backing up on slip road	1	14
Suggests priority junction at end of slip road	1	15
Concerns in regard to carbon emissions	1	16

Theme	Mentions	Rank
Concern that proposals conflict with South Leigh Neighbourhood Plan Policies	1	17
Concern that A40 traffic will prevent access from slip roads	1	18
Loss of agricultural land	1	19
Wants a proposal which affects Carterton	1	20
Denies there is a problem at present.	1	21
Concern South Leigh will become a "rat run"	1	22

8. What is your view on the alternative design layout options, which include roundabouts instead of signalised junctions?

Summary of Responses

- There were mixed responses with no clear majority due to a high proportion of neutral opinions (7/39).
- For those who commented, there was a strong support for a proposal to include a roundabout (mentioned in 16/30 comments). There is no definitive support for a single alternative proposal, although Cllr Duncan Enright questioned whether there could be amends to option 17 which could make it more effective for managing traffic as it otherwise performed strongly as an improvement option.
- Some commenters were concerned that a roundabout lead layout is less safe than an alternative (mentioned in 5/30 comments).
- A limited number stated that proposals may have a greater impact on High Cogges and South Leigh (mentioned 1/30 respectively), this is reflective of the low participation rate from these areas.

Table 3.3 Q8 Response Overview

	Number	%
Strong Support	11	28%
Support	8	21%
Neutral	7	18%
Minor Concerns	6	15%
Significant concerns	6	15%
Don't know	1	3%
Total	39	100%

	Support	Concerned
Support split	49%	31%

Table 3.4 Q8 Recurring Themes

Subject	Mentions	Rank
Prefers inclusion of a roundabout as a design principle	16	1
Roundabouts are less safe than alternatives	5	2

NOTE

Subject	Mentions	Rank
No comment - neutral	5	3
No comment - support	3	4
Roundabouts may cause issues with heavy traffic	2	5
Requests further details of costs associated with each option	1	6
Questions assumption that road safety is better in preferred layout.	1	7
Prefers inclusion of a roundabout at the north side of the A40 and traffic lights to the south side.	1	8
Roundabouts detract from pedestrian environment	1	9
Roundabouts take up too much space.	1	10
Suggests cycle lanes to improve safety at roundabouts	1	11
Unnecessary	1	12
May increase road safety	1	13
Concerns in regard to carbon emissions	1	14
Worse traffic associated environmental impact in High Cogges	1	15
Believes OCC own the necessary land for the delivery of a roundabout	1	16
Prejudices active travel	1	17
Roundabouts are more sustainable	1	18
Housing development will lead to gridlock at roundabouts	1	19
Concern South Leigh will become a "rat run"	1	20
No comment - against	1	21

9. Do you think our proposal to install west-facing slip roads at the A40/B4022 Shores Green Junction will help to reduce congestion and improve air quality in central Witney?

Summary of Responses

- The majority of respondees (23/39) agree that the proposals will help reduce congestion and improve air quality in central Witney.
- Of those who left comments, the main concern was that such improvements may be temporary as new housing development would bring new road users to the area (mentioned in 3/24 comments).

NOTE

Table 3.5 Q9 Response Overview

	Number	%
Yes	23	59%
No	4	10%
Partially	5	13%
Not Sure	7	18%
Total	39	100%

Table 3.6 Q9 Recurring Themes

Subject	Mentions	Rank
Route avoids Bridge Street / Centre of town	14	1
No comment - Yes	9	2
New housing will cancel out improvements by increasing number of vehicles on the road	3	3
No comment - Not Sure	3	4
Not enough information has been given to answer this question	2	5
Less traffic queues	2	6
Will have no affect	2	7
No comment - Partially	2	8
Should be supplemented by speed limit changes and/or other control measures	1	9
Require second bridge	1	10
Unclear	1	11
Will cause issues elsewhere	1	12
Consideration should be given to electric vehicles	1	13
May lead to traffic if slip roads become subject to traffic congestion	1	14
Should be supplemented by improvements to public and active transport	1	15
No comment - No	1	16

10. Our proposal includes plans to introduce new footways and cycle paths. Do you think this will help more people to choose walking and cycling for local journeys in this area?

Summary of Responses

- There were mixed responses with a high number of neutral responses (17/39).
- Of those who agreed with the statement and commented, some felt it would be safer than the current arrangement (mentioned in 3/25 comments) and may make cycling in Witney itself more attractive (mentioned in 2/25 comments).

NOTE

- Some commenters felt like the proposal would need to be supplemented by other schemes to have meaningful impact (mentioned in 2/25 comments) and that the specific area of the proposal would only attract a limited number of walkers and cyclists (mentioned in 4/25 comments).

Table 3.7 Q10 Response Overview

	Number	%
Yes	15	38%
No	7	18%
Partially	14	36%
Not Sure	3	8%
Total	39	100%

Table 3.8 Q10 Recurring Themes

Subject	Mentions	Rank
No comment - Yes	10	1
No improvement to existing levels of active travel	4	2
No need to walk/cycle in this location	4	3
Safer environment	3	4
May improve safety on main roads within Witney	2	5
Only for recreational walkers and cyclists	2	6
Needs to be supplemented by other cycling infrastructure	2	7
No comment - Partially	2	8
Depends on wait times and quality of crossings.	2	9
Food shopping journeys are not suitable for walking/cycling	2	10
Requires improvements elsewhere	2	11
No comment - No	2	13
Need to consider a cyclists as a priority	1	12
More work needs to be done to make cycling in Witney family friendly	1	14
Improvements could make cycling more family friendly	1	15
Insufficient information has been given to answer the question	1	16
Benefits will be more for those commuting to Eynsham and Oxford rather than local trips	1	17
People will still prefer to use their car due to convenience	1	18
Will link up existing bicycle routes	1	19
May encourage cyclists from South Leigh to Witney	1	20
Investment should focus on town centre improvements to active travel	1	21

11. Overall, what is your view on our proposal to install west-facing slip roads at the A40/B4022 Shores Green Junction?

Summary of Responses

- Overall, there is strong majority support for the proposal with 27/39 responses voicing either strong support or support.
- The most popular positive comments were those stating that improvements are overdue already (mentioned in 9/30 comments) and stating support for the principle of reducing traffic in the town centre (mentioned in 5/30 comments).
- Of those who commented, 4/30 requested that further information is given to provide an opinion.
- For those who did not support the proposals, the most common concerns were:
    - Proposals will be too expensive (mentioned in 2/30 comments)
    - Traffic lights at junctions will increase levels of traffic (mentioned in 2/30 comments)
    - The proposals may lead to increased car use by making road travel more efficient (mentioned in 2/30 comments)

Table 3.9 Q11 Response Overview

	Number	%
Strong Support	22	56%
Support	5	13%
Neutral	3	8%
Minor Concerns	2	5%
Significant concerns	5	13%
Don't know	2	5%
Total	39	100%

	Support	Concerned
Support Split	69%	18%

Table 3.10 Q11 Recurring Themes

Subject	Mentions	Rank
No comment - Support	10	1
Delivery of improvements to Shores Green Junction overdue.	9	2
Supports principal removal of traffic from town centre	5	3
Insufficient information has been given to answer the question	4	4
Proposals are expensive	2	5
Believe traffic light junctions will lead to traffic	2	6
May encourage car use and discourage active travel	2	7
Prefer an alternative	1	8
Avoids users using accommodation bridge as they do as present which is potentially dangerous	1	9
Should be the last improvement required for A40 access at Witney	1	10

NOTE

Require further town centre improvements	1	11
Proposals are unsustainable	1	12
Will cause issues elsewhere on the road network	1	13
Concern for environmental impact on residents of High Cogges	1	14
Prefers inclusion of a roundabout	1	15
No comment - Neutral	1	16
Proposals will have no significant beneficial impact	1	17
Concern South Leigh will become a "rat run"	1	18

4. Summary of design changes

4.1. No changes to the scheme have been proposed in response to the feedback received during early stakeholder engagement and the recent public engagement.

Annex D - Risk Management & Strategic Risk Register

1. The technical complexity of the project has necessitated a comprehensive quantified risk assessment (QRA) to be maintained throughout the development of the project up to this point. A QRA is a fully developed list of project risks against which costs and probability of realisation of risk is applied to each to give a total financial value. This has looked at key areas of risk, notably health and safety, cost, programme, design, environmental and reputational. This risk register has been regularly reviewed and updated throughout the previous phases of scheme development.

2. In addition to the QRA a general contingency allowance has been made as part of the scheme cost build up which is reflective of the current status of development.

3. The combined value of the QRA and contingency are as set out in paragraph 69 of the main report.

4. Table D1 outlines the key strategic risks to scheme delivery;

Table D1 – A40 Access to Witney - Strategic Risks Summary

Risk	Mitigation
Inability to acquire all necessary property rights to deliver the scheme within the available funding window	Secure use of Highways CPO powers as a matter of last resort and running in parallel with private treaty negotiations
Reliance on external professional staff resource to deliver project due to lack of in-house capacity and expertise.	Recruitment of permanent members of staff to reinforce client team and reduce reliance on consultancy or contract staff. Ongoing.
Need for Traffic Regulation Orders (TROs) to facilitate scheme delivery and any mitigation to adjacent communities	Identify and schedule TROs early and seek guidance on whether these can be implemented under delegated powers or have to be decided via Committee. Ensure process included within wider delivery programme.
Contested statutory process leading to local Public Inquiry (planning / CPO)	Ensure adequate time and cost allowances are included within the scheme programme and budget to allow for a local Public Inquiry
Statutory processes (Highways CPO / Planning) running in parallel with HIF1, HIF2 and other major infrastructure schemes promoted by OCC.	Careful programming between the Programmes to avoid clashes where possible. Early engagement with decision making authorities to highlight resource risk.
Inadequate Funding available to deliver, risk of challenge to statutory process	Underwrite funding gap as per recommendations in this report

Client and supply chain resources to ensure successful delivery.	OCC resourcing forecast in place, secure client delivery team for duration of project where practicable. Robust procurement strategy in place and being delivered to.
High value statutory undertaker diversions required to facilitate works – long lead times and high values – gas main apparatus	Early identification and engagement with statutory undertakers to agree extents and costs of diversions. Potential to include as early enabling works package in advance of main construction.

Divisions Affected – Eynsham

CABINET

20 July 2021

A40 HIF2 SMART CORRIDOR PREFERRED OPTIONS AND FUNDING

Report by Corporate Director Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to;**

   a) **Note the progress in developing the A40 HIF2 Smart Corridor project specifically the recent public engagement event undertaken to inform the preferred scheme options.**

   b) **Approve Officer's preferred options recommendation and for the formal adoption by the Council of the A40 HIF2 Smart Corridor as an approved scheme.**

   c) **Note the preferred options are confirmed as fully funded following the recent agreement to amend the Grant Determination Agreement with Homes England, securing the full £106.756m budget.**

   d) **To notify Cabinet of the Statutory Blight regime that requires the Council to respond to claims for Statutory Blight pursuant to Part VI, Chapter II and Schedule 13 of the Town and Country Planning Act 1990 (as amended) which would be a consequence of it formally approving the preferred route.**

   e) **In respect to Statutory Blight delegate authority to the Director for Property, Investment & Facilities Management and the Director of Law and Governance to agree appropriate terms in accordance with statutory provisions.**

Executive Summary

2. Oxfordshire County Council (OCC) submitted a business case for HIF2 in March 2019. In November 2019, it was announced that the bid had been successful (subject to contract) in securing £102m of grant funding towards a package of transport improvements proposed along 10.8km the A40 corridor between Witney and Duke's Cut (North Oxford).

3. Subsequently further dialogue was held with Homes England on an extension to the original funding window through to February 2025 due to the potential impact of a contested compulsory purchase order required to secure land to deliver the scheme, alongside the need for a side roads order(s). This was alongside an increase to the original budget up to a capped level of £106.756m.

4. The Council's request was formally approved in May 2021 by Homes England and the amendment of the Grant Determination Agreement (GDA) was the subject of a report to Cabinet, along with in principle powers to progress necessary statutory orders to deliver the scheme.

5. The amendment to the GDA is now being legally reviewed alongside Homes England and is expected to be entered in to by the end of July 2021.

6. The HIF2 project will directly unlock 4,813 new homes (including 2,222 affordable homes) at 4 strategic development areas located along the A40 and also support the delivery of 15,950 new homes committed in the West Oxfordshire Local Plan 2031. HIF2, in conjunction with the County Council's wider transport strategy, is required to resolve current severe congestion and future-proof the highway infrastructure along the A40 corridor in the long term.

7. The primary focus of HIF2 is the provision of additional highway, public transport and active travel capacity and connectivity along the A40 to encourage modal shift and enable more sustainable and active forms of travel. This will mitigate the impact of increased travel demand generated by planned housing growth whilst helping the Council to meet its zero carbon transport network ambitions and promote wider health and place shaping benefits in line with the Council's corporate priorities.

8. Following the report to Cabinet in June 2021, a stakeholder engagement and consultation exercise has now concluded, the results of which are contained at paragraphs 51 onwards of this report. The responses to this consultation have influenced the preferred options now presented for formal approval as noted.

9. Key milestone dates for the delivery of the project are outlined in Table 2 of this report.

10. There are a range of current issues and risks associated with the delivery of the A40 corridor programme which are being actively managed by the Programme team. Whilst a number of these can be considered as reflective of the scale and complexity of the programme being undertaken, land assembly is a matter of particular note, the mitigation for which was the subject of a Cabinet paper in June 2021.

Exempt Information

11. This report is not confidential or exempt.

Background

Scheme Description

12. The A40 HIF2 Smart Corridor project is the second phase of the overarching A40 Strategy. The scheme includes three key highway enhancement elements, with the preferred option general arrangement plans contained within the Annexes as indicated:

    a) **Element 1:** A40 Dualling - dual carriageway extension between Witney and Eynsham including an improved shared path for pedestrians and cyclists (approximately 3.2km in length).

    b) **Element 2:** A40 Integrated Bus Lanes – bus priority lanes in both an eastbound and westbound direction between the now approved Eynsham Park & Ride site and the Duke's Cut area (approximately 7km in length). These will be complimented by junction enhancements and an improved shared path and crossing facilities for pedestrians and cyclists.

    c) **Element 3:** A40 Duke's Cut - works to bridge structures in this area that create space for an eastbound bus lane and an improved shared path for pedestrians and cyclists (approximately 0.6km in length). A new shared path linking the A40 path to the Oxford Canal towpath / NCN Route 5 is also proposed.

13. The A40 HIF2 Smart Corridor scheme infrastructure package is essential to enable the delivery of housing and support employment growth in the West Oxfordshire area in line with the West Oxfordshire Local Plan and Oxfordshire's Housing and Growth Deal. 4,813 new homes at 4 major development sites (at North Witney, East Witney, Salt Cross Garden Village and West Eynsham) are directly dependent on the HIF2 infrastructure. The investment will manage the impact of growth and promote sustainable travel in order to enable residential and commercial development to be built.

14. The HIF2 scheme will mitigate the impact of increased transport demand generated by housing growth by increasing the highway capacity of the A40 between Witney and Eynsham, while providing a high-quality, fast and reliable public transport alternative to car travel between Witney, Eynsham and Oxford. The transport improvements will ensure an efficient and safe highway network that can accommodate the additional travel demands through enabling significant shifts in travel demand to public transport and active travel.

15. Interchange would be made possible at Eynsham Park & Ride, part of the A40 Science Transit 2 Scheme.

16. Figure 1 sets out how the HIF2 project and the other elements of the A40 Corridor Improvements Programme have been designed to form an integrated package of measures.

Preferred Options

17. In May 2016 Oxfordshire County Council's Cabinet agreed a long-term strategy for the A40 that included both increased road capacity as well as improvements to the public transport offer. Cabinet agreed to take forward for further feasibility and a commitment to investigate in detail a package of measures comprising:

    a) a dual-carriageway from Witney to a park and ride at Eynsham

    b) 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)

    c) provision of high-quality cycleways along the length of the route

18. The A40 Strategy and measures were subsequently agreed as part of the county council's Local Transport Plan 4. The A40 Park and Ride site at Eynsham plus the eastbound bus lane were packaged together as the 'A40 Science Transit Phase 2' scheme to be largely funded through the Department for Transport's Local Growth Fund.

19. Following further feasibility work the other A40 strategy elements (dual carriageway extension; westbound bus lane and Duke's Cut bridge works) were packaged together to form the basis of Oxfordshire County Council's 'A40 Smart Corridor' scheme which was the subject of a successful bid to Homes England for Housing Infrastructure Funding (HIF) in 2019.

20. The objectives of the A40 HIF2 Smart Corridor scheme are to: increase transport capacity along the A40 in West Oxfordshire;
    - provide greater travel choice and encourage more use of bus, cycling and walking;
    - deliver faster and more reliable bus journey times;
    - improve safety and reduce environmental impacts such as air pollution and noise;
    - improve accessibility and connectivity to employment and public services;
    - support housing delivery in West Oxfordshire;
    - promote economic growth in Oxfordshire and creation of new jobs.

21. After award of HIF funding the A40 programme board agreed to integrate the design and delivery of the eastbound and westbound bus lanes elements of the A40 proposals into a single 'Integrated Bus Lanes' project. This will maximise benefits, deliver cost and programme efficiencies and minimise impacts during construction.

22. To guide further feasibility and optioneering work and the selection of a preferred scheme options the project team has been following the Department for Transport's Transport Appraisal Guidance (TAG) guidance which provides best practice and guidance on major transport scheme option appraisal and

design development. TAG provides a structured approach that sets out the necessary steps from initial intervention identification through to the detailed option appraisal that supports the selection of preferred scheme option(s).

23. The transport consultant AECOM was commissioned by the county council to carry out further scheme feasibility work and complete a design optioneering exercise for each element of the A40 HIF2 Smart Corridor scheme. The option 'sifting' has been undertaken in two stages:

    Stage 1 – Initial Sift: an initial long list of options was developed and assessed to remove scheme with significant issues. Options were assessed against the scheme objectives and other criteria (deliverability; feasibility; affordability; acceptability)

    Stage 2 – Detailed Sift: a more detailed assessment of the most feasible options was undertaken to help identify a 'short list' of options and to inform a recommended preferred option. Options were assessed against strategic, economic, financial, management and commercial case criteria.

24. An Option Appraisal Report (OAR) has been prepared for each scheme element which describes the option appraisal work completed to support the selection of the preferred scheme option(s), contained as background papers to this report and now published to the respective webpages. For each scheme element the options assessed are outlined below.

25. **A40 Dual Carriageway Extension (Witney to Eynsham)** – options identified and assessed included a range of dual carriageway alignments and junction types / arrangements (at Barnard Gate) along this section of the A40. Alternative property access arrangements were also assessed.

26. **A40 Integrated Bus Lanes (Eynsham to Duke's Cut)** – options identified and assessed to facilitate delivery of bus lanes and active travel improvements included a range of:

    - junction types / arrangements including at Park and Ride access, Cuckoo Lane, Witney Road, Lower Road, Cassington signals
    - property access arrangements
    - bridge alterations / works at Cassington New Bridge and Cassington Halt

27. **A40 Duke's Cut Bridge Works** – options identified and assessed to facilitate the delivery of an eastbound bus lane and active travel improvements included:
    - Bus gates
    - Works within extent of existing bridge structures
    - Replacement of Parapets
    - Bridge widening
    - On-line replacement of existing structures
    - Off-line replacement of existing structures
    - New separate bridges for pedestrians and cyclists to north and south of existing bridge structures

- Alternative alignments for pedestrian and cycle link to NCN 5

28. The preferred option for each scheme element is shown in the General Arrangement Plans attached to this report – **Annex A1-A3**

Scheme Benefits

29. The scheme benefits include:

Economic

- Directly unlocking strategic housing development sites at East and North Witney, West Eynsham as well as the Salt Cross Garden Village development site, which includes 40 hectares of employment land in the form of a Science Park providing long-term capacity for an 80,000m² floorspace (4,500 jobs) in the period to 2031 and beyond.
- These 4 sites will deliver of 4,813 new homes addressing identified housing need, including affordable homes for West Oxfordshire and the County
- By addressing transport challenges, in particular improving public transport connectivity along from Witney and Eynsham on the A40 corridor to employment areas in central and eastern Oxford and more strategically (along the Oxford-Cambridge Arc, Reading, London etc)

Environmental

- Delivering a positive impact on air quality arising from a mode shift away from car use and an increase in public transport, cycling and walking that will reduce vehicular emissions

Social

- Enabling individual and collective health and wellbeing benefits by promoting a mode shift away from car use and an increase in walking and cycling along the A40.
- Delivering enhanced and safer highway and active travel infrastructure will result in a reduction in accidents and severance for all road users and particularly for those walking and cycling.

Highway & Transport

- Providing increased highway capacity between Witney and the proposed Eynsham Park & Ride Site will reduce delays and congestion for all road users.

- Delivering junction improvements and enhanced management and control of traffic movements along the A40 at Eynsham and east to the Wolvercote Roundabout will reduce congestion and improve journey time reliability.
- Improving highway safety for all road users as described above.
- Providing bus lanes between the proposed A40 Eynsham Park & Ride and Wolvercote Roundabout will improve bus journey times and service reliability. This will reduce bus operating costs and improve resilience enabling delivery of more frequent bus services along the A40 with enhanced connectivity. This will increase bus use along the A40 corridor.
- Improving active travel infrastructure both along and across the A40 will promote a mode shift away from car use and more walking and cycling.
- Providing a number of high-quality at grade controlled and uncontrolled crossings across the A40 will help facilitate safe crossing of the A40 and cater for the forecast increase in walking and cycling demand due to the proposed dependent developments.
- Delivering the proposed infrastructure will enhance the operation of the existing network whilst providing those wider opportunities for users of the A40 corridors to travel by alternative modes. This will strategically manage travel along the A40 corridor moving forward.

30. Key milestones through to successful scheme delivery are set out within Table 2.

Table 2 –Key Delivery Milestones

Activity	**Date**
Public engagement	May 2021 (COMPLETE)
Cabinet – in principle use of statutory powers	June 2021 (COMPLETE)
Cabinet – preferred scheme options	July 2021
Planning application submission	September 2021
Detailed design commences	October 2021
Cabinet – resolution to make CPO and SRO(s)	late 2021
Planning determination	Early 2022
Local Public Inquiry	Mid-2022
Possession of land	mid 2023
Construction commences	mid 2023
ALL Construction Complete	late 2024
Project close down and post scheme monitoring commences	Early 2025

Corporate Policies and Priorities

31. The delivery of the HIF2 project will actively support the following key themes within Oxfordshire County Council's Corporate Plan 2020-24, with further detail being provided in the related June 2021 report to Cabinet;

- Providing services that enhance the quality of life and protect the local environment.
- Supporting a thriving local economy by improving transport links to create jobs and homes for the future.
- Taking action against Climate Change**.**

Financial Implications

Project Costs

32. The following is a high-level breakdown of the current project costs. The previously reported figures have now been thoroughly reviewed in light of the revisions to the preferred scheme options and are as follows:

- Stage 2/3 Development and Design - £ 6.925m
- Stage 4 Detailed Design – £ 5.745m
- Stage 5 Construction - £ 57.150m
- Stage 2-5 Client and miscellaneous costs – £ 6.173m
- Legal and property fees (inc. land) – £ 5.446m
- Statutory Undertakers diversions - £ 6.60m

33. All figures are inclusive of the appropriate inflation allowances.

34. The risks associated with scheme delivery are underwritten by a £18.717m quantified risk and contingency fund which are accounted for separately within the overall forecast budget.

35. Therefore, the total scheme cost to completion remains at **£106.756m**, as previously reported.

Project Funding

36. The project is entirely funded by Housing Infrastructure Fund grant to a capped value of £106.756m, and following the approval of the recommendations as set out in the report to Cabinet in June 2021 (2021/059) a deed of variation to the Grant Determination Agreement (GDA) with Homes England is now being legally reviewed, with a target of end of July 2021 to be entered in to.

Comments checked by:
Rob Finlayson, Finance business Partner, rob.finlayson@oxfordshire.gov.uk

Legal Implications

37. If Cabinet approves the preferred route, this means that any Statutory Blight claims received as a result will need to be dealt with by the Council – a key financial implication is dealing with issues of Statutory Blight pursuant to Part VI, Chapter II and Schedule 13 of the Town and Country Planning Act 1990 (as amended). Statutory Blight affects those properties that are 'on-line' of the scheme and their purchase (or part thereof) is required for the scheme. A process for dealing with Statutory Blight notices is essential to ensure effective management of the scheme and this has been established. Officers will manage the process and, with legal advice provided by already appointed specialist solicitors, will liaise with land and property owners with the aim of reaching an agreement for acquisition.

38. Statutory Blight is a consequence of legislative 'triggers', one being the approval by Cabinet of the preferred route. As this report is seeking that approval, Members need to be aware that, in doing so, the Council becomes liable for members of the public submitting a Statutory Blight claim in relation to any qualifying land interest and subject to meeting the statutory requirements for eligibility. A funding stream would need to be made available immediately to support any successful Statutory Blight claims and also to support any Statutory Blight claims which the Council may wish to defend through the Upper Tribunal (Lands Chamber). The Upper Tribunal (Lands Chamber) is part of the justice system, administered by Her Majesty's Courts and Tribunals Service, which decides disputes concerning land.

39. The project team estimates the potential cost of Statutory Blight to the scheme as being in the range of £0.9-1.5m and potentially affecting a very small number of properties. A successful statutory blight notice results in the property being acquired as if it was pursuant to a compulsory purchase order and so there are heads of claim that parties may be entitled to outside of the market value of the property itself.

40. The Council can recover all valid costs in relation to property acquisition required to deliver the scheme via the Homes England funding agreement (GDA).

41. Wider impacts of the scheme on business and residential property that is off-line of the scheme will be dealt with under Part 1 of the Land and Compensation Act 1973 ('Part 1 Claims'). A Part 1 claim can be applied for one year following completion of the scheme and covers claims relating to noise, vibration, smell, fumes, smoke, artificial lighting and discharge (run off from highway) as a result of the construction and use of the scheme.

42. Notwithstanding the possibility of statutory blight claims, the scheme requires the assembly of key areas of land on route in order to deliver the proposed

highway. This was alongside the in principle use of Highways Act Compulsory Purchase powers, the subject of a report to Cabinet in June 2021 (2021/059).

43. As indicated in the June report, a further report will be brought back to Cabinet later in 2021 to seek formal authority to make the Orders.

Comments checked by:
Christian Smith, Principal Solicitor, Christian.smith@oxfordshire.gov.uk

Staff Implications

44. Specialist legal advisors are already engaged to provide support to the scheme development, Statutory Blight, Highways CPO and other such statutory processes to limit the potential for future challenge to an absolute minimum.

45. Where external professional staffing resources are being utilised there is an ongoing plan to ensure corporate knowledge transfer and developing an in-house delivery and technical capacity and expertise.

46. The forecast Council staffing costs of project and technical management to completion are contained within the total budget quoted within this report.

Equality & Inclusion Implications

47. The equalities implications of the HIF2 scheme have been assessed robustly through the design development stages of the scheme and in reaching the preferred option. These equalities implications will be considered in line with the Equality Act 2010 and through the completion of an Equality Impact Assessment (EqIA).

48. The Public Sector Equality Duty (PSED), to which the County Council is also subject, places additional obligations on public sector bodies to eliminate discrimination, advance equality of opportunity and foster good relations. Recognising and complying with these higher standards is required to discharge the PSED. In particular, steps must be taken to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share that characteristic.

49. Work towards this has already taken the form of considering the safety of all pedestrians, cyclists, and horse-riders through a Walking, Cycling and Horse-Riding Assessment & Review which will form part of the information presented at planning.

50. Reviewing the EqIA and the County Council's PSED will be a continuous process throughout the subsequent stages of scheme development.

Sustainability Implications

51. The HIF2 proposals alongside the complimentary ST2 project is designed to promote sustainable modes of travel for access into Oxford by commuting traffic by modal shift away from the private vehicle and on to public transport or by walking and cycling. In reducing traffic congestion levels this has positive impacts on air quality and carbon emissions.

52. Similar to the above the successful delivery of the project, alongside other planned transport investment on the A40 corridor, will form a core part of the promotion and early enabling the use of more sustainable forms of travel for the new developments planned for the West Oxfordshire area. This will be teamed with promotional activities to achieve the cultural shift required.

53. The scheme design has also been developed to offset any bio-diversity net loss and provision of improved environment and habitat for wildlife, providing a 10% net gain in biodiversity as a direct result of its implementation.

54. During the next stages of scheme delivery there will be specific sustainability targets imposed on the design and build contractor with the likes of re-use of site won materials as an example of how additional temporary environmental impacts during construction will be reduced.

Risk Management

55. Key risks to scheme delivery and their relevant mitigation and management were discussed in detail within the report to June Cabinet as listed within the background papers. These risks, particularly those relating to property acquisition are still relevant.

Consultations

56. Between February and late April 2021, a series of briefings were held with the following stakeholder groups in advance of the formal engagement exercise;

- District Councils of West Oxfordshire, Cherwell and Oxford City
- Parish Councils of Eynsham, Cassington and South Leigh
- Landowner engagement has been ongoing since early 2020 seeking acquisitions by negotiation. Many of these are well progressed. Furthermore, intensive engagement with affected landowners has been undertaken during the months March – June 2021 as the scheme preferred options became known. This will continue throughout all subsequent stages of delivery.
- A combined forum of cycling groups
- Proactive engagement with statutory bodies such as the Environment Agency and Natural England to ensure that any scheme impacts are carefully and comprehensively mitigated.

- Engagement with developers of adjacent sites

57. The feedback gathered at these initial engagement processes was used to inform the scheme design and materials which were subsequently presented at the formal engagement event.

58. The A40 programme and A40 HIF2 Smart Corridor web pages were updated and re-launched in advance of the recent public engagement event in order to make these more accessible, user friendly and in preparation for further and more detailed updates to be provided to the public during the subsequent stages of delivery.

A40 improvements | Oxfordshire County Council

59. To inform the preferred scheme options and as part of the development of the planning application for the scheme a formal public engagement event took place over four weeks commencing on the 10 May 2021. This included an intensive programme of virtual public exhibitions and stakeholder meetings within these timeframes.

60. This stage allowed the public to give feedback on the scheme via dedicated email address, survey web-form, printed response form or a dedicated phone number. The council advertised the consultation via the local media, social media on site and a direct mailing campaign, linked in with both the District and Parish Councils.

61. Information about the scheme could be obtained online, at the consultation events, in the dedicated consultation booklet/response form or via a discussion with a council officer via the dedicated project email/phone number. This included general information about each of the options plus the relevant scheme plans.

62. A Statement of Community Involvement (SCI) was produced following the formal engagement event and in advance of the formal document being submitted at planning. This contains the complete analysis of the engagement event responses, a detailed summary of which is included at **Annex B**.

63. Key response facts and figures;

- We have seen at least 6,321 sessions on the pages associated with the A40 Programme. Just under 5k of those were unique users. This generated at least 420 clicks through to the virtual engagement room Social media adverts delivered over 10,000 clicks through to the A40 Programme web pages.
- The total number of feedback forms received from the engagement event was 109.
- Circa 25 detailed email responses were also received which are reflected in the statement of community involvement. The themes of the responses received by email were consistent with those gathered through the formal feedback system.

64. In terms of a high-level summary of the formal responses to each element;
    - Element 1 – A40 Dualling extension – 47% support, 4% neutral, 6% minor concerns, 43% significant concerns
    - Element 2 – A40 Integrated Bus Lanes - 41% support, 11% neutral, 9% minor concerns, 40% significant concerns
    - Element 3 – A40 Dukes Cut – 40% support, 18% neutral, 5% minor concerns, 38% significant concerns
    - Active travel provision along full length of scheme – 47% support, 25% neutral, 6% minor concerns, 23% significant concerns

65. Key areas of concern themes include:

    - Absence from the proposals of the A40/A44 Loop Farm Link Road as mitigation to potential bottle neck issues at Wolvercote roundabout.
    - Witney – Oxford rail line proposal as alternative
    - Detailed design, rather than the principle of the improved active travel measures
    - Dual full length to relieve congestion for all road users
    - Extend the bus lanes out towards Witney rather than having a dual carriageway extension
    - Improvements to bus service frequency, accessibility and affordability
    - Lots of through traffic and not commuters to and from Oxford
    - Concerns around linked housing growth and location and use of P&R site.

66. Several of the themes within the responses are currently out of scope of the A40 Programme and noting the above also conflict with each other but all points have been responded to in full as part of the Statement of Community Involvement contained as a background paper to this report.

67. The Eynsham Underpass featured within the public engagement material. Various comments were received which generally supported the need for a grade separated crossing, with specific concerns about the location of it as shown. At the present time the provision of the underpass within the delivery of the A40 Programme is unfunded but for completeness it is shown as part of the preferred scheme option plans. This is to demonstrate how this would link in with the wider scheme.

68. Support for the scheme was received from West Oxfordshire District Council and Stagecoach as key partners.

69. As a result of the feedback received through the engagement event a number of changes were made to the scheme proposals now presented as the preferred options. These design changes are heavily active travel and public transport orientated, to improve the scheme design and user benefits.

70. Further information on proposed scheme changes can be seen in Section 4 of the Statement of Community Involvement Executive Summary, as enclosed at **Annex B.**

71. Therefore, it can be seen that the A40 HIF2 Smart Corridor preferred options as amended are supported by a range of stakeholders hence the recommendation to Members to approve, and to enable a planning application to be submitted.

Bill Cotton
Corporate Director for Environment and Place

Annexes: Annex A1 – A40 Dualling - General Arrangement Plan
Annex A2 – A40 Integrated Bus Lanes - General Arrangement Plan
Annex A3 – A40 Dukes Cut - General Arrangement Plan

Annex B – Public Engagement Executive Summary

Background papers: Cabinet report – June 2021 – FP 2021/059: A40 HIF2 Smart Corridor – In Principle Use of Statutory Powers

A40 Dualling - Options Appraisal Report (OAR) – available online at: A40 dual carriageway extension | Oxfordshire County Council

A40 Integrated Bus Lanes - Options Appraisal Report (OAR) – available online at: A40 integrated bus lanes | Oxfordshire County Council

A40 Dukes Cut - Options Appraisal Report (OAR) – available online at: A40 Duke's Cut | Oxfordshire County Council

Public Engagement Report, June 2021 – available online at: A40 improvements | Oxfordshire County Council

Contact Officer: Tom Shuttleworth, A40 Programme Lead, 07908059132, tom.shuttleworth@oxfordshire.gov.uk

July 2021

KEY

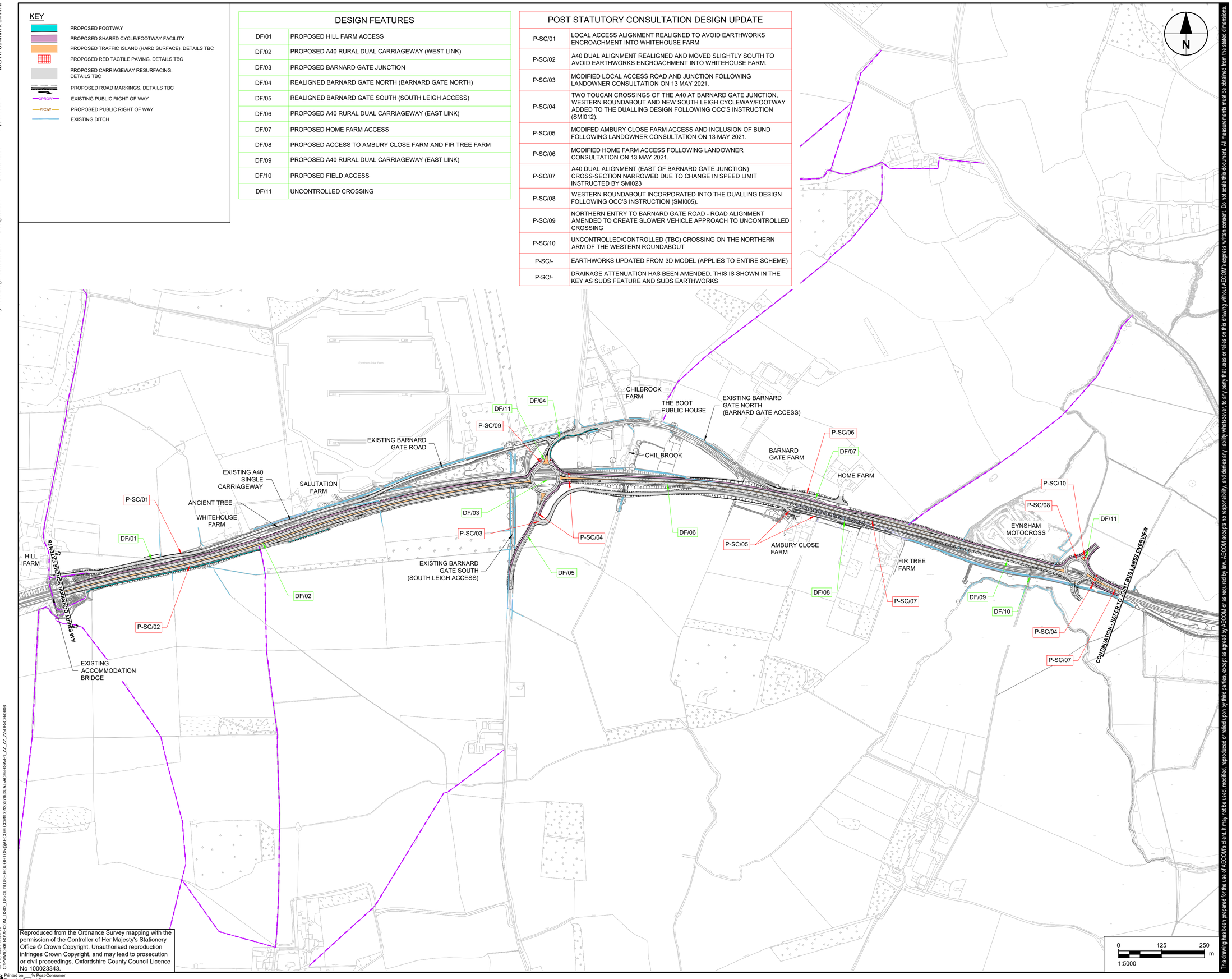
- PROPOSED FOOTWAY
- PROPOSED SHARED CYCLE/FOOTWAY FACILITY
- PROPOSED TRAFFIC ISLAND (HARD SURFACE). DETAILS TBC
- PROPOSED RED TACTILE PAVING. DETAILS TBC
- PROPOSED CARRIAGEWAY RESURFACING. DETAILS TBC
- PROPOSED ROAD MARKINGS. DETAILS TBC
- XPROW — EXISTING PUBLIC RIGHT OF WAY
- PROW — PROPOSED PUBLIC RIGHT OF WAY
- EXISTING DITCH

DESIGN FEATURES

DF/01	PROPOSED HILL FARM ACCESS
DF/02	PROPOSED A40 RURAL DUAL CARRIAGEWAY (WEST LINK)
DF/03	PROPOSED BARNARD GATE JUNCTION
DF/04	REALIGNED BARNARD GATE NORTH (BARNARD GATE NORTH)
DF/05	REALIGNED BARNARD GATE SOUTH (SOUTH LEIGH ACCESS)
DF/06	PROPOSED A40 RURAL DUAL CARRIAGEWAY (EAST LINK)
DF/07	PROPOSED HOME FARM ACCESS
DF/08	PROPOSED ACCESS TO AMBURY CLOSE FARM AND FIR TREE FARM
DF/09	PROPOSED A40 RURAL DUAL CARRIAGEWAY (EAST LINK)
DF/10	PROPOSED FIELD ACCESS
DF/11	UNCONTROLLED CROSSING

POST STATUTORY CONSULTATION DESIGN UPDATE

P-SC/01	LOCAL ACCESS ALIGNMENT REALIGNED TO AVOID EARTHWORKS ENCROACHMENT INTO WHITEHOUSE FARM
P-SC/02	A40 DUAL ALIGNMENT REALIGNED AND MOVED SLIGHTLY SOUTH TO AVOID EARTHWORKS ENCROACHMENT INTO WHITEHOUSE FARM.
P-SC/03	MODIFIED LOCAL ACCESS ROAD AND JUNCTION FOLLOWING LANDOWNER CONSULTATION ON 13 MAY 2021.
P-SC/04	TWO TOUCAN CROSSINGS OF THE A40 AT BARNARD GATE JUNCTION, WESTERN ROUNDABOUT AND NEW SOUTH LEIGH CYCLEWAY/FOOTWAY ADDED TO THE DUALLING DESIGN FOLLOWING OCC'S INSTRUCTION (SMI012).
P-SC/05	MODIFED AMBURY CLOSE FARM ACCESS AND INCLUSION OF BUND FOLLOWING LANDOWNER CONSULTATION ON 13 MAY 2021.
P-SC/06	MODIFIED HOME FARM ACCESS FOLLOWING LANDOWNER CONSULTATION ON 13 MAY 2021.
P-SC/07	A40 DUAL ALIGNMENT (EAST OF BARNARD GATE JUNCTION) CROSS-SECTION NARROWED DUE TO CHANGE IN SPEED LIMIT INSTRUCTED BY SMI023
P-SC/08	WESTERN ROUNDABOUT INCORPORATED INTO THE DUALLING DESIGN FOLLOWING OCC'S INSTRUCTION (SMI005).
P-SC/09	NORTHERN ENTRY TO BARNARD GATE ROAD - ROAD ALIGNMENT AMENDED TO CREATE SLOWER VEHICLE APPROACH TO UNCONTROLLED CROSSING
P-SC/10	UNCONTROLLED/CONTROLLED (TBC) CROSSING ON THE NORTHERN ARM OF THE WESTERN ROUNDABOUT
P-SC/-	EARTHWORKS UPDATED FROM 3D MODEL (APPLIES TO ENTIRE SCHEME)
P-SC/-	DRAINAGE ATTENUATION HAS BEEN AMENDED. THIS IS SHOWN IN THE KEY AS SUDS FEATURE AND SUDS EARTHWORKS



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No 100023343.

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.

AECOM

PROJECT

A40 SMART CORRIDOR

PROJECT NUMBER

60615257

CLIENT

OXFORDSHIRE COUNTY COUNCIL
County Hall, New Road
Oxford, OX1 1ND
Tel: 01865 792422
www.oxfordshire.gov.uk

CONSULTANT

AECOM I&E Ltd.
AECOM House, 63-77 Victoria Street
St Albans, Herts AL1 3ER
Tel: 01727 535000
www.aecom.com

NOTES

1. DESIGN OPTION SHOWN ON THIS DRAWING IS BASED ON ORDINANCE SURVEY TILES AND TOPOGRAPHICAL SURVEYS UNDERTAKEN BY MALCOLM AND HUGHES LAND SURVEYORS LTD. FURTHER INVESTIGATION OF LEVEL INFORMATION IS TO BE UNDERTAKEN TO DETERMINE THE CONSTRUCTABILITY OF EACH OPTION.
2. FOR JOINT BUS LANES OVERVIEW, REFER TO DRAWING BU5-ACM-HGA-E2_ZZ_ZZ_ZZ-DR-CH-0127 TO 0128.

FOR INFORMATION

ISSUE/REVISION

I/R	DATE	DESCRIPTION
P01	29/06/21	FOR INFORMATION
P02	01/07/21	POST STATS UPDATE
P03	08/07/21	CLIENT COMMENTS

KEY PLAN



SHEET TITLE

DUAL
CABINET MEETING
OVERVIEW PLAN

SHEET NUMBER

Project Number	Originator	Volume	Revision
DUAL	- ACM	- HGA	P03
E1_ZZ_ZZ_ZZ	-DR	-CH-0608	
Location	Type	Role Number	

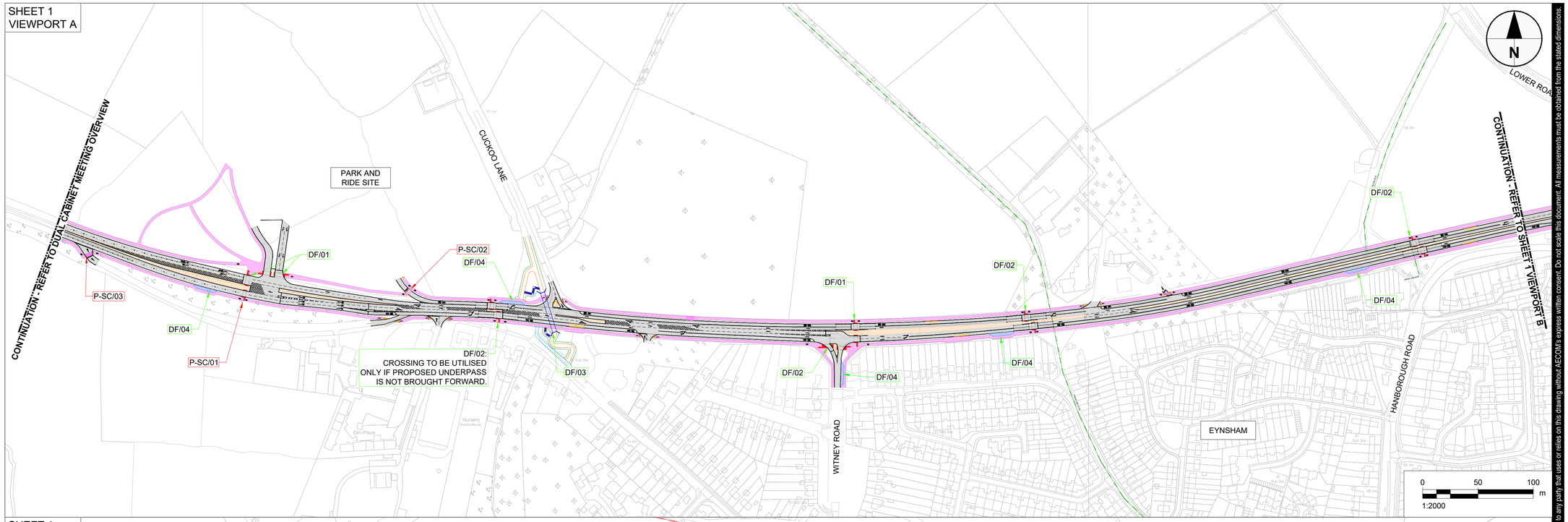
08 July 2021 17:36:50
C:\PWORKING\AECOM_DSO2_UK-CI.TLUKE.HOUGHTON@AECOM.COM\D0\12557616\DUAL-ACM-HGA-E1_ZZ_ZZ_ZZ-DR-CH-0608

Printed on ___% Post-Consumer Recycled Content Paper

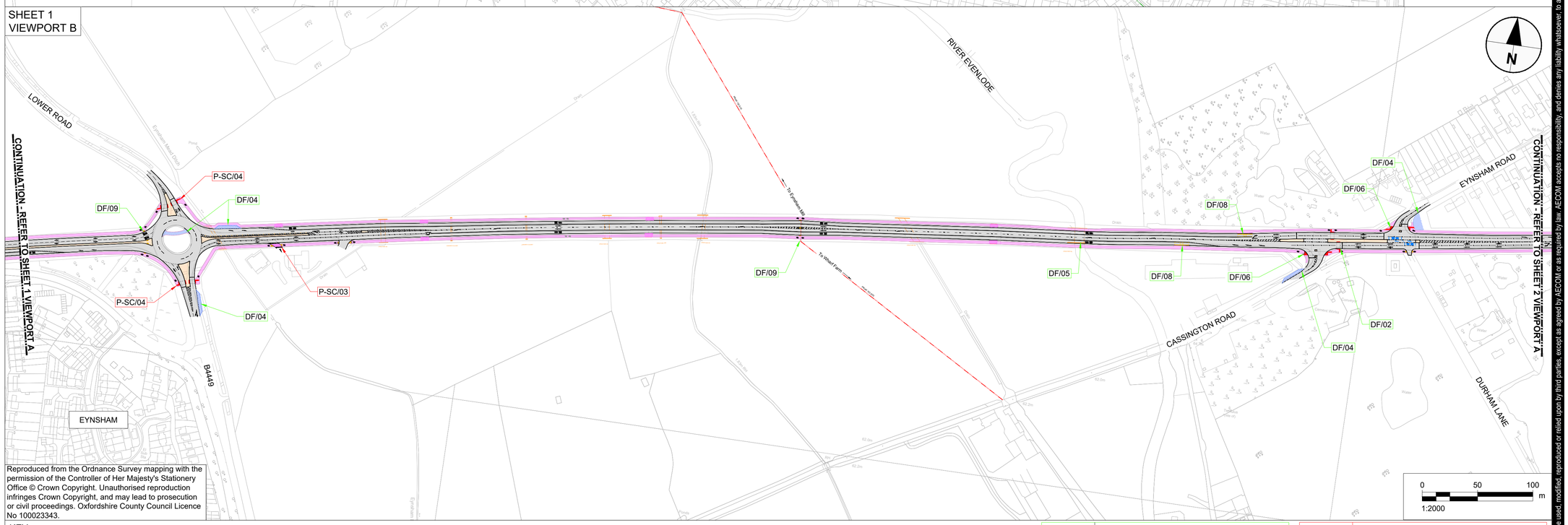
This page is intentionally left blank

ISO A1 594mm x 841mm
Approved:AS
Checked:MA
Designer:LH
Project Management Initials:

SHEET 1
VIEWPORT A



SHEET 1
VIEWPORT B



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No 100023343.

KEY

- EXISTING STRUCTURE - SCALE VARIES
- PROPOSED BUS STOP
- PROPOSED ROAD MARKINGS. DETAILS TBC
- PROPOSED KERB. DETAILS TBC
- EXISTING PUBLIC RIGHT OF WAY - BRIDLEWAY
- EXISTING PUBLIC RIGHT OF WAY - FOOTWAY
- PROPOSED SHARED USE FACILITY
- PROPOSED RAMP DOWN TO SUBWAY. DETAILS TBC
- PROPOSED LANDSCAPING / EARTWORKS / RETAINING FEATURES. LOCATION INDICATIVE. DETAILS TBC
- PROPOSED CONCRETE SUBWAY BOX - MODULAR CONSTRUCTION. DETAILS TBC
- PROPOSED STAIRS DOWN TO SUBWAY - STEPS. ORIENTATION OF HATCHING INDICATING DIRECTION OF STEPS. DETAILS TBC
- PROPOSED SUBWAY ABUTMENTS AND WINGWALLS. DETAILS TBC
- PROPOSED RAMP DOWN TO SUBWAY. DETAILS TBC
- PROPOSED TRAFFIC ISLAND (HARD SURFACE). DETAILS TBC
- PROPOSED BUFF TACTILE PAVING
- PROPOSED RED TACTILE PAVING
- NCN5 LINK ROUTE - NORTHERN OPTION
- PROPOSED VEHICLE CROSS OVER
- PROPOSED VEHICLE MAINTENANCE LAY-BY. DETAILS TBC
- PROPOSED ROAD STUDS
- PROPOSED ASPHALT CARRIAGEWAY SURFACING. DETAILS TBC
- P-SC/##: POST-STATUTORY CONSUTATION COMMENT REFERENCE
- DF/##: DESIGN FEATURE - REFERENCE

REFERENCE	DESIGN FEATURES
DF/01	INLINE TWO-STAGE CROSSING
DF/02	STAGGERED TOUCAN CROSSING
DF/03	PROPOSED EYNSHAM UNDERPASS
DF/04	PROPOSED MAINTENANCE LAY-BY
DF/05	WIDENING OF CASSINGTION NEW BRIDGE REQUIRED
DF/06	PROPOSED IN-LINE TOUCAN CROSSING
DF/07	PROPOSED SHARED USE PATH BRIDGES OVER CASSINGTON HALT. OFF-LINE ROUTE UNDER INVESTIGATION ON NORTHERN SIDE AS AN ALTERNATIVE TO NMU BRIDGE.
DF/08	BUS STOPS RELOCATED CLOSER TO CASSINGTON JUNCTION
DF/09	UNCONTROLLED PEDESTRIAN CROSSING
DF/10	PROPOSED NCN5 NORTHERN LINK TO A40 SHARED PATH

REFERENCE	POST - STATUTORY CONSULTATION COMMENTS
P-SC/01	CONTROLLED CROSSINGS ON WEST AND NORTH ARMS RE- ALIGNED TO BE IN-LINE FOR EASIER CROSSING BY CYCLISTS
P-SC/02	PROPOSED LAYOUT FOR CROSSING POINT NOW HAS PRIORITY FOR PEDS/CYCLES. SHARED USE, UNCONTROLLED
P-SC/03	MOTOR TRAFFIC HAS PRIORITY ON EXIT FROM A40, WHEN SPEEDS ARE HIGHER ON MAINLINE. PEDS/CYCLES TO HAVE PRIORITY ON ENTRIES TO A40, WHEN MOTOR TRAFFIC CAN WAIT OFFLINE
P-SC/04	NORTH SIDE AND SOUTH SIDE IN-LINE TOUCAN CROSSINGS

08 July 2021 17:45:59
C:\PWORKING\AECOM_DS02_UK-CL1\LUKE.HOUGHTON@AECOM.COM\D0144858\BUS-ACM-HGA-E2_ZZ_ZZ_ZZ-DR-CH-0127
Printed on ___% Post-Consumer Recycled Content Paper

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.

AECOM

PROJECT

A40 SMART CORRIDOR

PROJECT NUMBER

60615257

CLIENT

OXFORDSHIRE COUNTY COUNCIL
County Hall, New Road
Oxford, OX1 1ND
Tel: 01865 792422
www.oxfordshire.gov.uk

CONSULTANT

AECOM I&E Ltd.
AECOM House, 63-77 Victoria Street
St Albans, Herts AL1 3ER
Tel: 01727 535000
www.aecom.com

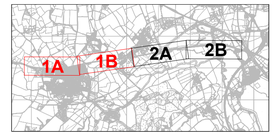
NOTES

1. DRAWING IS BASED ON TOPOGRAPHICAL SURVEY SUPPLIED BY AMEC FOSTER WHEELER (AFW) AND WAS LATER ENRICHED BY ADDITIONAL TOPOGRAPHICAL INFORMATION.
2. ITEMS IN GREY (APART FROM SOLID HATCHING) REPRESENT EXISTING INFRASTRUCTURE.
3. REFER TO DRAWING BUS-ACM-HDG-E2_ZZ_ZZ_ZZ-DR-CH-0501-0522 ISSUED TO OCC ON 25/06/2021 FOR FURTHER INFORMATION ON THE PROPOSED DRAINAGE.
4. REFER TO DRAWING A40SUB-ACM-HFD-A40_SW_ZZ_ZZ-DR-CH-0005 ISSUED TO OCC ON 28/07/2020 FOR FURTHER INFORMATION ON THE PROPOSED SUBWAY.
5. ALL CONTROLLED CROSSINGS WILL BE EITHER RAISED, COLOURED / SURFACE DIFFERENTIATED.
6. CONSIDERATION TO BE GIVEN TO SHARED PATH SURFACING TYPE.
7. CYCLE STORAGE TO BE PROVIDED AT BUS STOPS.
8. FOR DUALLING SECTION OVERVIEW, REFER TO DRAWING DUAL-ACM-HGA-E1_ZZ_ZZ_ZZ-DR-CH-0608.
9. FOR DUKE'S CUT SECTION OVERVIEW, REFER TO DRAWING DUKE-ACM-HGA-E3_ZZ_ZZ_ZZ-DR-CH-0104.

ISSUE/REVISION

P03	08/07/21	CLIENT COMMENTS
P02	02/07/21	POST-CONSULTATION UPDATES
P01	29/06/21	INITIAL ISSUE
I/R	DATE	DESCRIPTION

KEY PLAN



SHEET TITLE

JOINT BUS LANE CABINET MEETING OVERVIEW #1

SHEET NUMBER

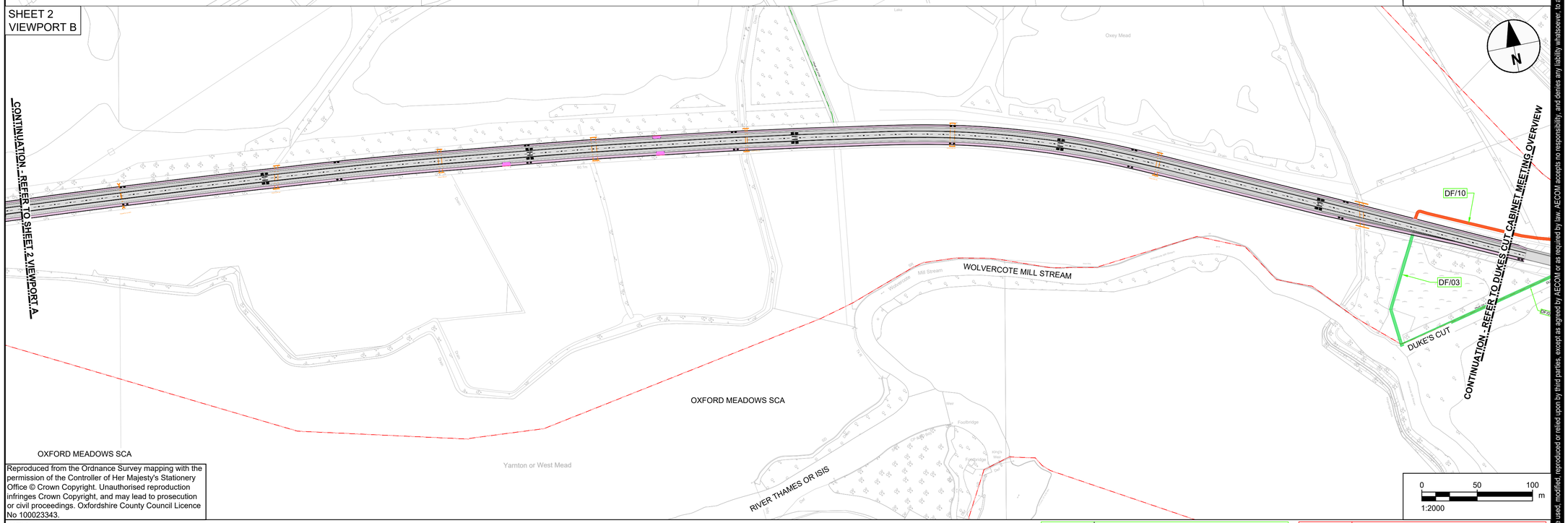
Project Number	Originator	Volume	Revision
BUS	ACM	HGA	P03
E2_ZZ_ZZ_ZZ	DR	CH-0127	
Location	Type	Role / Number	

This page is intentionally left blank

SHEET 2
VIEWPORT A



SHEET 2
VIEWPORT B



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No 100023343.

KEY

- EXISTING STRUCTURE - SCALE VARIES
- PROPOSED BUS STOP
- PROPOSED ROAD MARKINGS. DETAILS TBC
- PROPOSED KERB. DETAILS TBC
- EXISTING PUBLIC RIGHT OF WAY - BRIDLEWAY
- EXISTING PUBLIC RIGHT OF WAY - FOOTWAY
- PROPOSED SHARED USE FACILITY
- PROPOSED RAMP DOWN TO SUBWAY. DETAILS TBC
- PROPOSED LANDSCAPING / EARTWORKS / RETAINING FEATURES. LOCATION INDICATIVE. DETAILS TBC
- PROPOSED CONCRETE SUBWAY BOX - MODULAR CONSTRUCTION. DETAILS TBC
- PROPOSED STAIRS DOWN TO SUBWAY - STEPS. ORIENTATION OF HATCHING INDICATING DIRECTION OF STEPS. DETAILS TBC
- PROPOSED SUBWAY ABUTMENTS AND WINGWALLS. DETAILS TBC
- PROPOSED RAMP DOWN TO SUBWAY. DETAILS TBC
- PROPOSED TRAFFIC ISLAND (HARD SURFACE). DETAILS TBC
- PROPOSED BUFF TACTILE PAVING
- PROPOSED RED TACTILE PAVING
- NCN5 LINK ROUTE - NORTHERN OPTION
- PROPOSED VEHICLE CROSS OVER
- PROPOSED VEHICLE MAINTENANCE LAY-BY. DETAILS TBC
- PROPOSED ROAD STUDS
- PROPOSED ASPHALT CARRIAGEWAY SURFACING. DETAILS TBC
- P-SC/##: POST-STATUTORY CONSUTATION COMMENT REFERENCE
- DF/##: DESIGN FEATURE - REFERENCE

REFERENCE	DESIGN FEATURES
DF/01	INLINE TWO-STAGE CROSSING
DF/02	STAGGERED TOUCAN CROSSING
DF/03	PROPOSED EYNSHAM UNDERPASS
DF/04	PROPOSED MAINTENANCE LAY-BY
DF/05	WIDENING OF CASSINGTION NEW BRIDGE REQUIRED
DF/06	PROPOSED IN-LINE TOUCAN CROSSING
DF/07	PROPOSED SHARED USE PATH BRIDGES OVER CASSINGTON HALT. OFF-LINE ROUTE UNDER INVESTIGATION ON NORTHERN SIDE AS AN ALTERNATIVE TO NMU BRIDGE.
DF/08	BUS STOPS RELOCATED CLOSER TO CASSINGTON JUNCTION
DF/09	UNCONTROLLED PEDESTRIAN CROSSING
DF/10	PROPOSED NCN5 NORTHERN LINK TO A40 SHARED PATH

REFERENCE	POST - STATUTORY CONSULTATION COMMENTS
P-SC/01	CONTROLLED CROSSINGS ON WEST AND NORTH ARMS RE- ALIGNED TO BE IN-LINE FOR EASIER CROSSING BY CYCLISTS
P-SC/02	PROPOSED LAYOUT FOR CROSSING POINT NOW HAS PRIORITY FOR PEDS/CYCLES. SHARED USE, UNCONTROLLED
P-SC/03	MOTOR TRAFFIC HAS PRIORITY ON EXIT FROM A40, WHEN SPEEDS ARE HIGHER ON MAINLINE. PEDS/CYCLES TO HAVE PRIORITY ON ENTRIES TO A40, WHEN MOTOR TRAFFIC CAN WAIT OFFLINE
P-SC/04	NORTH SIDE AND SOUTH SIDE IN-LINE TOUCAN CROSSINGS

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.

AECOM

PROJECT

A40 SMART CORRIDOR

PROJECT NUMBER

60615257

CLIENT

OXFORDSHIRE COUNTY COUNCIL
County Hall, New Road
Oxford, OX1 1ND
Tel: 01865 792422
www.oxfordshire.gov.uk

CONSULTANT

AECOM I&E Ltd.
AECOM House, 63-77 Victoria Street
St Albans, Herts AL1 3ER
Tel: 01727 535000
www.aecom.com

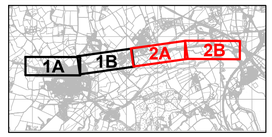
NOTES

1. DRAWING IS BASED ON TOPOGRAPHICAL SURVEY SUPPLIED BY AMEC FOSTER WHEELER (AFW) AND WAS LATER ENRICHED BY ADDITIONAL TOPOGRAPHICAL INFORMATION.
2. ITEMS IN GREY (APART FROM SOLID HATCHING) REPRESENT EXISTING INFRASTRUCTURE.
3. REFER TO DRAWING BUS-ACM-HDG-E2_ZZ_ZZ_ZZ-DR-CH-0501-0522 ISSUED TO OCC ON 25/06/2021 FOR FURTHER INFORMATION ON THE PROPOSED DRAINAGE.
4. REFER TO DRAWING A40SUB-ACM-HFD-A40_SW_ZZ_ZZ-DR-CH-0005 ISSUED TO OCC ON 28/07/2020 FOR FURTHER INFORMATION ON THE PROPOSED SUBWAY.
5. ALL CONTROLLED CROSSINGS WILL BE EITHER RAISED, COLOURED / SURFACE DIFFERENTIATED.
6. CONSIDERATION TO BE GIVEN TO SHARED PATH SURFACING TYPE.
7. CYCLE STORAGE TO BE PROVIDED AT BUS STOPS.
8. FOR DUALLING SECTION OVERVIEW, REFER TO DRAWING DUAL-ACM-HGA-E1_ZZ_ZZ_ZZ-DR-CH-0608.
9. FOR DUKE'S CUT SECTION OVERVIEW, REFER TO DRAWING DUKE-ACM-HGA-E3_ZZ_ZZ_ZZ-DR-CH-0104.

ISSUE/REVISION

P03	08/07/21	CLIENT COMMENTS
P02	02/07/21	POST-CONSULTATION UPDATES
P01	29/06/21	INITIAL ISSUE
I/R	DATE	DESCRIPTION

KEY PLAN



SHEET TITLE

JOINT BUS LANE CABINET MEETING OVERVIEW #2

SHEET NUMBER

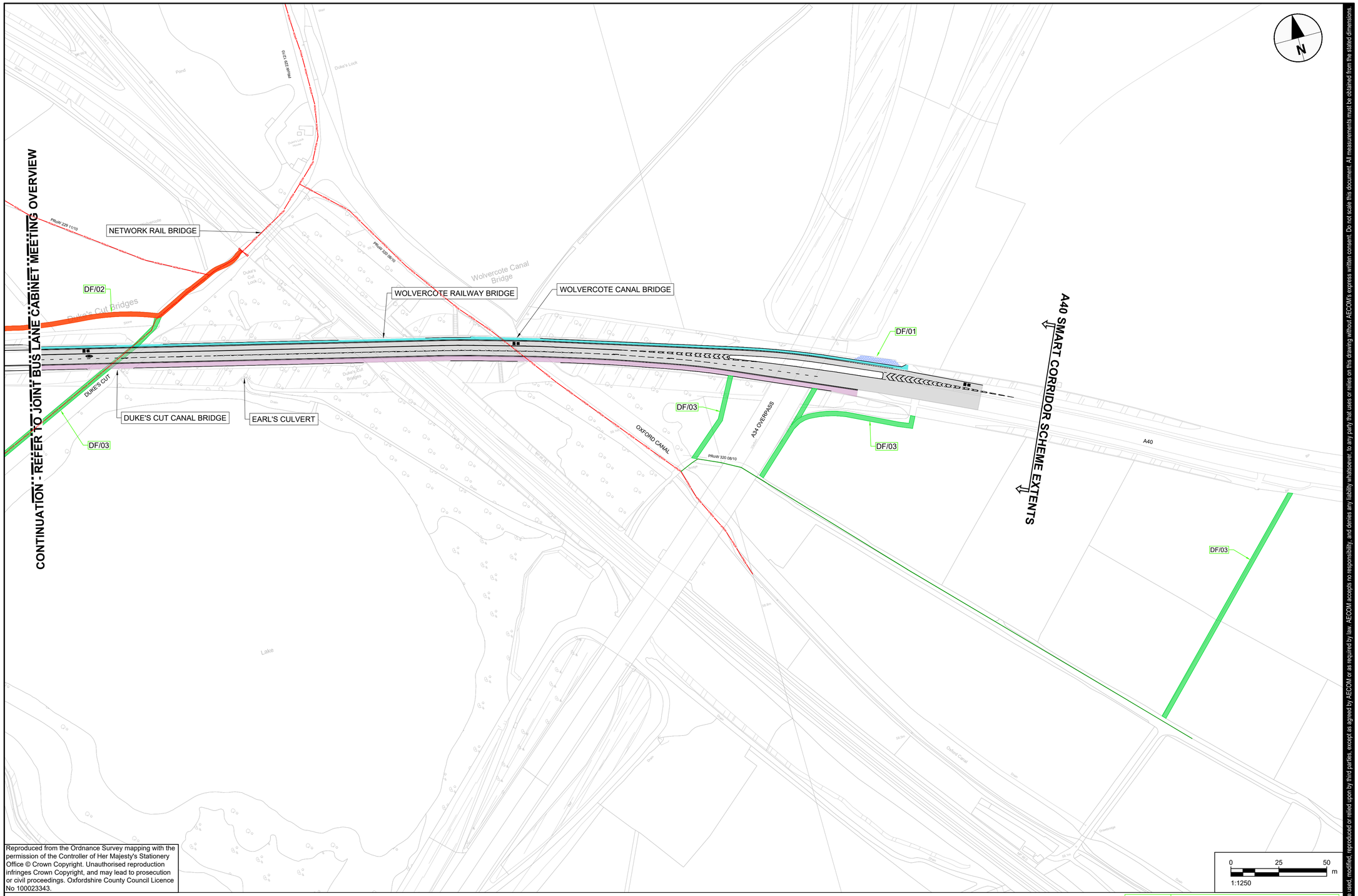
Project Number	Originator	Volume		Revision
BUS	- ACM	- HGA		P03
E2_ZZ_ZZ_ZZ	-DR	-CH	-0128	
Location	Type	Role	Number	

08 Jul 2021 17:41:44
C:\PWORKING\AECOM_DS02_UK-CLTLUKE.HOUGHTON@AECOM.COM\09144808\BUS-ACM-HGA-E2_ZZ_ZZ_ZZ-DR-CH-0128

Printed on ___% Post-Consumer Recycled Content Paper

This page is intentionally left blank

CONTINUATION - REFER TO JOINT BUS LANE CABINET MEETING OVERVIEW



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No 100023343.

0 25 50 m
1:1250

KEY

- EXISTING STRUCTURE - SCALE VARIES
- PROPOSED BUS STOP
- PROPOSED ROAD MARKINGS. DETAILS TBC
- PROPOSED KERB. DETAILS TBC
- XPROW — EXISTING PUBLIC RIGHT OF WAY - BRIDLEWAY
- XPROW — EXISTING PUBLIC RIGHT OF WAY - FOOTWAY
- PROPOSED SHARED USE FACILITY
- PROPOSED FOOTWAY
- PROPOSED TRAFFIC ISLAND (HARD SURFACE). DETAILS TBC
- PROPOSED BUFF TACTILE PAVING
- PROPOSED RED TACTILE PAVING
- NCN5 LINK ROUTE - NORTHERN OPTION
- NCN5 LINK ROUTE - SOUTHERN OPTIONS
- PROPOSED VEHICLE CROSS OVER
- PROPOSED VEHICLE MAINTENANCE LAY-BY. DETAILS TBC
- PROPOSED ROAD STUDS
- PROPOSED ASPHALT CARRIAGEWAY SURFACING. DETAILS TBC
- DESIGN FEATURE - REFERENCE

REFERENCE	DESIGN FEATURES
DF/01	PROPOSED MAINTENANCE LAY-BY
DF/02	PROPOSED NCN5 NORTHERN LINK TO A40 SHARED PATH
DF/03	NCN5 SOUTHERN LINK OPTIONS - TO BE FURTHER ASSESSED IN PRELIMINARY DESIGN.

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.

AECOM

PROJECT

A40 SMART CORRIDOR

PROJECT NUMBER

60615257

CLIENT

OXFORDSHIRE COUNTY COUNCIL
County Hall, New Road
Oxford, OX1 1ND
Tel: 01865 792422
www.oxfordshire.gov.uk

CONSULTANT

AECOM I&E Ltd.
AECOM House, 63-77 Victoria Street
St Albans, Herts AL1 3ER
Tel: 01727 535000
www.aecom.com

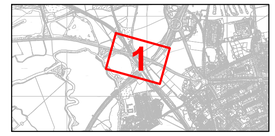
NOTES

1. DRAWING IS BASED ON TOPOGRAPHICAL SURVEY SUPPLIED BY AMEC FOSTER WHEELER (AFW) AND WAS LATER ENRICHED BY ADDITIONAL TOPOGRAPHICAL INFORMATION.
2. ITEMS IN GREY (APART FROM SOLID HATCHING) REPRESENT EXISTING INFRASTRUCTURE.
3. REFER TO DRAWING BUS-ACM-HDG-E2_ZZ_ZZ_ZZ-DR-CH-0501-0522 ISSUED TO OCC ON 25/06/2021 FOR FURTHER INFORMATION ON THE PROPOSED DRAINAGE.
4. REFER TO DRAWING A40SUB-ACM-HFD-A40_SW_ZZ_ZZ-DR-CH-0005 ISSUED TO OCC ON 28/07/2020 FOR FURTHER INFORMATION ON THE PROPOSED SUBWAY.
5. ALL CONTROLLED CROSSINGS WILL BE EITHER RAISED, COLOURED / SURFACE DIFFERENTIATED.
6. CONSIDERATION TO BE GIVEN TO SHARED PATH SURFACING TYPE.
7. CYCLE STORAGE TO BE PROVIDED AT BUS STOPS.
8. FOR DUALLING SECTION OVERVIEW, REFER TO DRAWING DUAL-ACM-HGA-E1_ZZ_ZZ_ZZ-DR-CH-0608.
9. FOR DUKE'S CUT SECTION OVERVIEW, REFER TO DRAWING DUKE-ACM-HGA-E3_ZZ_ZZ_ZZ-DR-CH-0104.

ISSUE/REVISION

P03	08/07/21	CLIENT COMMENTS
P02	02/07/21	POST-CONSULTATION UPDATES
P01	29/06/21	INITIAL ISSUE
I/R	DATE	DESCRIPTION

KEY PLAN



SHEET TITLE

DUKES CUT
CABINET MEETING
OVERVIEW #1

SHEET NUMBER

Project Number	Originator	Volume	Revision
DUKE	- ACM -	HGA	P03
E3_ZZ_ZZ_ZZ	-DR -CH-	0104	
Location	Type	Role	Number

08 July 2021 17:40:13
C:\PWORKING\AECOM_DSO2_UK-CI.TLUKE.HOUGHTON@AECOM.COM\D0145329\DUKE-ACM-HGA-E3_ZZ_ZZ_ZZ-DR-CH-0104

Printed on ___% Post-Consumer Recycled Content Paper

This page is intentionally left blank

Project name:	A40 HIF2 Smart Corridor
Project number:	332110202
Date:	18 June 2021
Prepared By:	Francesca Rowson and Gemma Care
Subject:	**A40 HIF2 Smart Corridor Online Public Engagement Summary Note (v7)**

1. Overview of online public engagement process

1.1. The A40 Programme team undertook an online public engagement exercise for the A40 HIF2 Smart Corridor ('A40 HIF2') project between 10 May and 7 June 2021 (inclusive) which ran in parallel with the Access to Witney engagement exercise. Both schemes form part of the A40 Improvements programme.

1.2. The table below summarises the key engagement activities and publicity undertaken to support the A40 HIF2 Smart Corridor project.

Table 1: A40 HIF2 Online public engagement timeline

Date	Activity
5 May 2021	A40 Improvement web pages go-live date
10 May 2021	Online exhibition go-live date
10 May 2021	OCC consultation portal for submitting feedback go-live date
12 May 2021	A40 HIF2 online public engagement email update sent to over 400 contacts
12 May 2021	Meeting to run through online exhibition with Cassington Parish Council
13 May 2021	Online public engagement publicised in 'YourOxfordshire' resident's newsletter
13 May 2021	Meeting to run through online exhibition with Eynsham Parish Council
14 May 2021	Paper copies of exhibition boards delivered to four local libraries for public display (Eynsham, Burford, Carterton and Witney)
17 May 2021	Live webinar event no. 1 (including Q&A)
15 &19 May 2021	Outdoor advertising displayed in Kidlington, Witney and Cheltenham
22 May 2021	Live webinar event no. 2 (including Q&A)
27 May 2021	Decision to extend the deadline for comments to 7 June 2021
27 May 2021	Online public engagement publicised in 'YourOxfordshire' resident's newsletter
3 June 2021	Extended deadline for comments publicised on Eynsham Parish Council website
7 June 2021	OCC consultation portal for submitting feedback closes

1.3. The project team established a new 'A40 Improvements' webpage which provided an overview of the six A40 Improvement schemes and access to a dedicated A40 HIF2 webpage, virtual exhibition and frequently asked questions webpage.

1.4. The virtual exhibition provided the opportunity for participants to complete a feedback form online via the OCC consultation portal. A dedicated email address was also set up to provide the opportunity for comments and questions to be submitted to the project team.

1.5. The project team also held two live webinar events hosted via Microsoft Teams to give participants the opportunity to ask questions to members of the team directly. This aimed to recreate as far as possible a traditional 'in-person' public exhibition while complying with the Government's Covid-19 guidelines.

1.6. The following measures were put in place to ensure that participants without access to the internet or those who reported issues accessing the materials online had the opportunity to view and comment on the proposals:

- The public engagement was advertised in print (Oxford Mail).
- The advertisement included a telephone number to request printed copies of the online exhibition boards and feedback form.
- Paper copies of the online exhibition materials were displayed in four local libraries (Eynsham, Burford, Carterton and Witney).
- A Word copy of the online feedback form was sent out to stakeholders on request for completion offline.
- A PDF copy of the online exhibition boards was emailed out to stakeholders on request to print the information at home.

2. Overview of participation

2.1. Key statistics on the level of participation in the online public engagement between 10 May and 7 June (inclusive) are summarised below:

- 6,321 visits to the A40 Improvements webpages were viewed at least 6,321 times*.
- Visitors spent over 2 minutes on the A40 Improvements webpages on average which indicates that visitors are engaging with the content.
- Visitors viewed 2 or more webpages per session on average which again indicates that visitors are engaging with the content.
- 420 individuals clicked through to the A40 HIF2 Smart Corridor online exhibition*.
- 109 responses received on the A40 HF2 online public engagement.
- 25 attendees at the live webinar events held on 17 and 22 May 2021.

2.2. It is important to note that the actual number of visits to the A40 Improvement webpages and the online exhibition is likely to be significantly higher than the reported results*. This is because the figures recorded by Google Analytics only represent those visitors who accepted cookies on entering the site; typically, only 10-20% of visitors accept cookies.

2.3. The social media activity records indicate that the actual number of visitors to the A40 Improvements webpages was higher than the Google Analytics data suggests:

- Facebook adverts generated 10,000 clicks throughs to the A40 Improvements landing webpage.
- Facebook adverts were viewed by at least 100,000 users and adverts were targeted to areas that use the A40.
- The Next Door post generated just under 6,700 'impressions'. Next Door is a local social channel that allows posts to be targeted at the local level (street/parish level).
- YourOxfordshire messages generated 807 click throughs to the A40 Improvements landing webpage.
- Email notification about the online exhibition generated 50 clicks throughs to the A40 Improvements landing webpage.

3. Summary of responses

3.1. Responses on the proposals were received via two channels:

- 102 feedback form responses submitted via the OCC consultation portal or email.
- 7 other written responses submitted via email.

Key stakeholder responses

3.2. 11 responses were received from key stakeholders identified as such at the outset of the project (including landowner responses). A high-level summary of responses from key stakeholders (excluding landowner responses) is provided below:

- West Oxfordshire District Council – Supports the Dual Carriageway Extension, Integrated Bus Lanes and Duke's Cut schemes and welcomes the construction start date (late 2022) given the importance of addressing congestion on the A40. The A40 HIF2 scheme is generally consistent and supportive of the Salt Cross AAP proposals.
- Eynsham Parish Council – Supports the proposed cycleway/footway improvements, location of the underpass and the Integrated Bus Lanes in principle but considers that the bus lanes should be extended to Witney. The Park and Ride should be relocated to Shores Green, or a second Park and Ride should also be provided at Shores Green.
- District Councillor Rylett (Eynsham and Cassington) - Recommends alternative schemes to address congestion including: a railway between Eynsham and Oxford (long-term) and diverting the A40 north around Eynsham (short-term) which would also facilitate a bridge between Salt Cross and Eynsham and a reduced 30 mph speed limit past Eynsham.
- Bike Safe – Recommends that a second grade separated crossing at the Eynsham roundabout should be included in the A40 Improvement scheme to facilitate north south active travel movements between Lower Road, the proposed A40 shared paths and B4044 path.
- Eynsham Society – Supports the Integrated Bus Lanes and the cycleway / footway improvements in principle. Opposes the proposed underpass due to safety and flood risk concerns and considers that a ramped bridge or at-grade controlled crossing would be preferable for cyclists/pedestrians. Requests that existing distances between the A40 and homes should not be reduced, and mitigation is provided (resurfacing) to reduce existing noise impacts from traffic.
- Witney Oxford Transport Group – Prefer that the funding is allocated towards a rail link between Oxford and Eynsham. Recommends that the A40 Improvements should safeguard land for a railway route between Eynsham and Oxford.
- British Horse Society – Objects to the Dual Carriageway Extension in principle but recognises that the new Barnard Gate roundabout could improve road safety by reducing traffic accidents. Recommends that Pegasus crossings should be provided at Eynsham instead of proposed Toucan crossings.
- Oxfordshire Transport & Access Group – Supports the Dual Carriageway Extension, the Integrated Bus Lanes up to Eynsham Roundabout and the cycleways / footways. An A40/A44 link road would be a more effective solution to relieve congestion at the Wolvercote Roundabout.
- Bus Users Oxford – Objects to the Dual Carriageway Extension in principle and recommends that the funding is reallocated to creating bus lanes between Shores Green and Eynsham and a westbound bus lane at Duke's Cut instead.

Online feedback form results

Views on A40 HIF2 Smart Corridor schemes

3.3. The online feedback form contained six questions which asked participants for their views on specific elements of the Project (no. 8, 9, 10, 11 12, 13). A qualitative and quantitative summary of the responses received to the six 'project-specific' questions is provided below.

Q8. What is your view on our proposal to upgrade the A40 between East of Witney to the Eynsham Park and Ride site into a dual carriageway?

Strongly support	26%
Support	21%
Neutral	4%
Minor concerns	6%
Significant concerns	44%
Don't know	0%

Note: Percentages may not sum due to rounding.

The table below shows the top 5 comments provided in response to this question.

Theme	Count
Impacts - redistributes congestion	21
Few benefits	15
Impacts - encourages car use	12
Supports the principle	12
Alternative approach - reinstate or build railway line	11

Q9. What is your view on our proposal to replace the existing Barnard Gate / South Leigh junction with a new roundabout?

Strongly support	20%
Support	23%
Neutral	18%
Minor concerns	11%
Significant concerns	27%
Don't know	2%

Note: Percentages may not sum due to rounding.

The table below shows the top 5 comments provided in response to this question.

Theme	Count
Supports the principle	19
Impacts - improve safety	14
Impacts - increase journey times	12
Impacts - increase congestion	8
Impacts - redistributes congestion	5

Q10. What is your view on our proposal to construct eastbound and westbound bus lanes along the A40 between Eynsham Park and Ride running towards Duke's Cut?

Strongly support	20%
Support	21%
Neutral	10%
Minor concerns	9%
Significant concerns	40%
Don't know	1%

Note: Percentages may not sum due to rounding.

The table below shows the top 5 comments provided in response to this question.

Theme	Count
Supports the principle	14
Alternative approach - new link to the A34	11
Alternative approach - extend dual carriageway further east	10
Alternative approach - reinstate or build railway line	10
Majority of traffic is not going to Oxford	10

Q11. What is your view on our proposal to construct a new eastbound bus lane over the bridges at Duke's Cut?

Strongly support	20%
Support	21%
Neutral	16%
Minor concerns	5%
Significant concerns	38%
Don't know	2%

Note: Percentages may not sum due to rounding.

The table below shows the top 5 comments provided in response to this question.

Theme	Count
Supports the principle	14
Alternative approach - extend dual carriageway further east	8
Alternative approach - new link to the A34	7
Objects to the principle	6
Alternative approach - reinstate or build railway line	5

Q12. What is your view on our proposal to provide a cycle path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5?

Strongly support	40%
Support	27%
Neutral	16%
Minor concerns	4%
Significant concerns	11%
Don't know	3%

Note: Percentages may not sum due to rounding.

The table below shows the top 5 comments provided in response to this question.

Theme	Count
Supports the principle	37
Alternative approach - improve existing active travel routes	5
Design change	4
Design - unsafe for cyclists	3
Alternative approach - new link to the A34	2

Q13. What is your view on the cycling and pedestrian facilities proposed along the full length of the HIF2 A40 Smart Corridor project (between East of Witney and Duke's Cut)?

Strongly support	24%
Support	20%
Neutral	22%
Minor concerns	6%
Significant concerns	23%
Don't know	3%

Note: Percentages may not sum due to rounding.

The table below shows the top 5 comments provided in response to this question.

Theme	Count
Supports the principle	30
Alternative approach - segregated cycle lanes	7
Design - unsafe for cyclists	6
Few benefits	6
Cycle - too close to traffic	5

Views on alternatives to the A40 Improvement schemes

3.4. Participants suggested alternative approaches to address the current issues experienced by users of the A40. These suggestions included redirecting funding to alternative schemes, major changes to the current A40 HIF2 Smart Corridor scheme and measures in addition to the A40 Improvement schemes. The most popular alternatives suggested by participants are as follows.

- Extend the proposed dual carriageway further east, either to the Wolvercote Roundabout or into Oxford.
- Construct an Oxford to Eynsham railway line either instead of, or in addition to the A40 Improvement schemes.
- Construct an A40/M40 link road to reduce queuing at Wolvercote Roundabout and provide a benefit to road users travelling beyond Oxford.
- Construct an A40/A34 link road to reduce queuing at Wolvercote Roundabout and provide a benefit to road users travelling beyond Oxford.
- Construct an A40/A44 Loop Farm Link Rd to reduce queuing at Wolvercote Roundabout and provide a benefit to road users travelling beyond Oxford.
- Provide segregated cycle lanes instead of shared use paths.
- Extend the westbound bus lane over Duke's Cut to Oxford.
- Construct on/off slip roads instead of the proposed Barnard Gate Roundabout.
- Construct an overbridge instead of the proposed Eynsham underpass.

4. Summary of scheme changes

4.1. The table below shows the changes to the scheme which have been proposed in response to the feedback received during early stakeholder engagement and the recent public engagement exercise.

DESIGN CHANGE/ UPDATE	STATUS	STAKEHOLDER
SHARED PATH / ACTIVE TRAVEL		
All Corridor		
1. All uncontrolled crossings will be raised, coloured / surface differentiated, with warning markings for road users (this applies to all whether priority for shared path or for road users).	Confirmed subsequent of stakeholder engagement*	• Active Travel Stakeholders • Eynsham Society
2. Consideration to be given to shared path surfacing throughout. Stakeholder feedback on asphalt being very slippery/dangerous under tree canopy. Leaves, drops, black ice (stays in shade).	To be taken forward in detailed design	• Eynsham Society
3. Cycle storage at Bus Stops.	To be taken forward in detailed design	• Active Travel S/h • Eynsham PC • Stagecoach
Barnard Gate to Park and Ride		
4. A40 north side pathway E-W crossing of Barnard Gate Road – road alignment amended for slower vehicle approach to uncontrolled crossing point. Safety improvement.	Design work continuing	• Active Travel Stakeholder
5. N-S Toucan controlled crossing added on eastern arm of Barnard Gate roundabout with pathway link to road to South Leigh.	Design is incorporating. Directly	• Active Travel S/h • Eynsham PC • South Leigh PC
6. Ensure a pathway link from A40 path onto access road at Barnard Gate Farm.	Confirmed as a result of engagement*	• Active Travel Stakeholder
7. PROW link to Barnard Gate road. Unsurfaced connection to be included.	Design to incorporate	OCC PROW team
Park and Ride Junction		
8. Controlled crossings on west and north arms re-aligned to be in-line for easier crossing by cyclists.	Incorporated into GA designs	• Active Travel Stakeholder • HIF1 team liaison
Park and Ride bus only eastbound exit		
9. Proposed layout for crossing point now has priority for peds/cycles. Shared use, uncontrolled.	Confirmed subsequent to stakeholder engagement*	• Active Travel Stakeholder
Evenlode Pub		
10. Amend bend out of crossing to ensure max. set back from A40 entrance, without encroaching on Evenlode land.	Confirmed subsequent to stakeholder engagement*	• Active Travel Stakeholder
Witney Road to Lower Road		
11. South side path width to be extended to 3.5m (from previously proposed 3m) to align with OCC active travel standards (Patrick Lingwood) for bus shared path section.	Confirmed subsequent to stakeholder engagement	• OCC Active Travel Lead • Active Travel Stakeholders
Various laybys and Public Fuel Station access		
12. Motor traffic has priority on exit from A40, when speeds are higher on mainline. Peds/cycles to have priority on entries to A40, when motor traffic can wait offline.	Confirmed following stakeholder engagement*	• Active Travel Stakeholders
Hanborough Rd		

DESIGN CHANGE/ UPDATE	STATUS	STAKEHOLDER
13. Hanborough Rd toucan crossing. Possibility of altering to single stage crossing currently under review.	Under consideration	• Active Travel Stakeholders
14. Second grade separated crossing at Eynsham (Hanborough Rd -Lower Road area) request to be investigated. Not for HIF2 design.	HIF2 team support any motivation. No action for HIF2.	• Active Travel Stakeholders • Eynsham PC • WODC members
Lower Road Roundabout		
15. Request to re-look at roundabout design yet slow vehicle exit speeds to increase crossing safety.	Design under review with to not drop roundabout capacity	• Active Travel Stakeholders
16. North side and south side in-line toucan crossings.	Incorporated into GA designs*	
17. A40 west side N-S crossing. Stakeholder request for controlled crossing here.	Design review indicated not feasible. Signage and design to focus on best linking B4449 and Lower Rd at Hanborough Rd crossing point. Separate note to be prepared on this.	• Active Travel Stakeholders
BP PFS east of Lower Road		
18. Peds/cycles have priority over motor traffic entering A40 (i.e. vehicles exiting BP)	Confirmed following stakeholder engagement*	• Active Travel Stakeholders
Apollo Layby		
19. Motor traffic to have priority when exiting A40 (due to speed of traffic) but peds/cycles have priority on entries, as motor vehicles wait offline.	Confirmed	
20. Potential safety issue of right turns to/from A40; not currently banned. Decision needed on whether to ban turning movements	Under review	
Horsemere Lane w/b bus stop and N/S A40 crossing;		
21. New Controlled crossing design in progress.	Design in progress	• Cassington PC • Active Travel S/h • Stagecoach
PUBLIC TRANSPORT & GENERAL		
Cassington		
22. Call for local area village traffic calming measures to be taken up within OCC.	HIF2 team support motivation. No immediate action for HIF2.	• Cassington PC
23. Additional bus stop at Horsemere Lane westbound.	Design in Progress	• Stagecoach • OCC Public Transport • Cassington PC

*Note: These updates/changes were a continuing design effort to improve priority for active travel within the scheme that were progressing within OCC & AECOM prior to latest round of engagement. Recent engagement has supported these changes (Active Travel Stakeholder Group maintain a push for further priority for shared path users within the scheme).

Divisions Affected – All except Oxford City

CABINET

20 July 2021

Fibre Broadband for Public Buildings

Report by Corporate Director Customers and Organisation Development

RECOMMENDATION

1. The Cabinet is RECOMMENDED to approve delegated authority to the Corporate Director, Customers, Organisational Development and Resources, in consultation with the Cabinet Portfolio Holder for Corporate Services for awarding a contract to the winning bidder of the council's procurement of full-fibre broadband for public buildings, up to the value of £8m (Oxfordshire County Council Funding of £5m and Department of Culture, Media and Sport (DCMS) funding of £3m).

Executive Summary

2. The county council's digital infrastructure programme has previously received approval to operate a public procurement seeking a supplier to contract these works with.

   The rationale for the procurement is to enable;

   a) Lower cost fibre infrastructure is built to county council buildings (where gigabit broadband infrastructure does not exist, or is not scheduled for build under commercial plans by telecoms operators) so ICT can migrate away from expensive dedicated leased line connections
   b) Other public sector buildings such as a range of schools and GP practices to have full fibre broadband infrastructure provisioned, enabling much faster low-cost connectivity to be contracted on favourable terms
   c) A range of community based buildings such as village halls to have full fibre broadband infrastructure provisioned such that new community services can be made available, and providing a pathway for using these community assets for delivery of health and other public services which are dependent on high speed connectivity.

   The procurement path has used the Crown Commercial Services framework for Gigabit Connectivity, following extensive engagement with a range of local and national suppliers. The procurement has elicited compliant bids which are in the process of evaluation.

The contract is to be funded by a Grant of c £3m from DCMS, and between £3m and £5m from the council's digital infrastructure ringfenced fund. (This fund is due to the income the council will receive as payments from BT pursuant to the Better Broadband for Oxfordshire contract (BBfO). The summary position of this is an amount between £12m and £14m is payable to Oxfordshire County Council (OCC) between 2021 and 2026, accrued from the additional profit made by Openreach against the 100,000 premises connected with superfast broadband under the BBfO contract).

The reason for there being a range in anticipated funding requirements at the point of the report being issued is due to finalising the full site list required to be contracted. The reason this site list is dynamic is because we are carefully evaluating the probability of telecoms operators such as Openreach, building full fibre connectivity to locations under their commercial rollout plans, and when that deployment might happen.

Alignment with County Council and HMG National Objectives

3. In 2013/14, it had become increasingly clear that internet access was fast becoming an essential service rather than a luxury. It was also reasonably concluded that without any form of state intervention to support investment in broadband infrastructure, a growing digital divide would materialise as commercial operators were not able to build sustainable investment models for any areas other than relatively urban geographies. Accordingly, OCC along with most Local Authorities, determined to co-fund (along with DCMS), a contract to deliver fibre broadband to areas deemed as subject to market failure. This became known as the Better Broadband for Oxfordshire programme, which initially targeted achieving 90% coverage of superfast broadband in Oxfordshire. This contract completed in 2020, having achieved superfast coverage to over 98% of the county. It has also achieved an exceptionally high adoption by our residents and businesses, with over 76% of the 100,000 premises connected taking up a superfast broadband service. The commercial assumptions used in the BT contract factored a take up %age significantly below this 76%, and the difference between this and the actual take up has resulted in the council securing the income (effectively a profit share) which is described in the summary above.

4. Whilst this achievement has been significant for Oxfordshire residents and businesses, we know that the trajectory of internet usage is demanding ever faster broadband access, which is ultimately only possible with Fibre to the Premise (FTTP) technology. It should be noted that the investment in our BBfO programme has deployed Fibre to the Cabinet (FTTC) infrastructure, which was the most cost effective technology available at the time, and the viability of upgrading to FTTP is greatly enhanced by the several hundred km of fibre laid to cabinets throughout the county under the programme.

5. DCMS policy has thus now shifted to delivery of FTTP, with the current government target set at achieving 85% coverage by 2025, and ultimately 100%, with £5bn intervention funding being secured from HMT to support this

ambition. The flagship programme under DCMS for this is known as Project Gigabit. This is a major national initiative taking some time to mobilise, and in the interim, DCMS are funding projects (subject to competitive applications) such as this Rural Gigabit Hub Site project. Under the application process for funding, OCC has had approval from DCMS for them to fund fibre infrastructure build to 93 public sector sites. There are other building categories such as community centres which they are not willing to fund, as well as other public sector buildings which they will not fund, as they deem them to not be sufficiently rural. These are the sites that form the requirement for OCC to fund (from programme ringfenced funding).

6. It should be noted this project is not considered as being subject to 'intervention funding'. It is therefore not contemplated as 'state aid', but rather that there is a defined requirement for these buildings to be provisioned with fibre broadband infrastructure, rather than being areas defined as being subject to market failure, with all the consultation and state aid clearances that are required under such interventions.

Corporate Policies and Priorities

7. This contract will support OCC's priorities highlighted in the Corporate Plan in several ways. By putting gigabit capable connections into public buildings such as village halls it provides opportunities for those buildings to become hubs for communal activities, locally delivered healthcare clinics and sites for helping to increase digital inclusion (particularly for the elderly or those who cannot afford a personal broadband contract) and providing agile working sites for OCC & NHS staff. Increased usage could also mean increased revenue for sites which they can then use to invest back into their community.

8. The installation of fibre into the public sector or community buildings will also ensure that nearby private premises and business will be provided with fibre in an expanding footprint. This will mean that more people in rural locations will have the ability to work from home or to receive services more locally, reducing commuting or longer journeys and thereby addressing air quality and carbon emission issues and contributing towards OCC's carbon neutral by 2030 target.

9. Gigabit capable connections will also help with home schooling, which has become an ever more important consideration for families during the COVID-19 pandemic with remote learning becoming a part of school life. Full-fibre connections allow children and their parents, who may be remote working, to share the same connection without slowdown or disconnections.

Financial Implications

10. This contract will be funded from two sources. DCMS will provide capital funding for 93 sites which qualify under the terms of its Rural Gigabit Hub Site Programme. This funding will be claimed in arrears. The remaining c.150 sites which do not qualify for DCMS funding will be funded by OCC.

11. The OCC funding has been accrued through previous digital infrastructure programme savings (Better Broadband for Oxfordshire) and a return on the combined investment (including OCC and Department for Culture Media & Sport) in these programmes via a contractual BT profit-share agreement. The final value of the profit-share agreement is not confirmed; however the conservative forecast indicates that the amount will be in excess of the funds required to deliver this new programme. The profit share is released at set milestones. Whilst the balance is held by BT, interest is accrued at 1% above Bank of England base rate (currently 0.25%). The majority of the profit share will be received by OCC outside the scheduled delivery timescale of the programme. A small payment is due this financial year with further instalments being received during 2023/24 to 2025/26. As the costs of this programme will be incurred in advance of the funding being received, the capital programme will need to forward fund up to £5m for a period of up to four years. This may require OCC to temporarily fund the programme by bringing forward Prudential Borrowing already planned within the programme. The use of Prudential Borrowing would increase the Council's Capital Funding Requirement and in turn increase the annual charge to revenue for the repayment of borrowing (MRP – Minimum Revenue Provision) by up to £0.2m if the full £5m was required. As the Prudential Borrowing is already within the capital programme, this will accelerate the increase in MRP but will not increase the cost to the Council over the life of the Capital Programme.

12. At the time of writing the final capital funding breakdown is subject to some variability due to the final determination of the site list to be contracted. The requested approval required in order to proceed with contract award is necessarily therefore based on parameters which are currently estimated at:
    a) Minimum Order: DCMS funding at £2m and OCC funding at £3m
    b) Likely Order: DCMS funding at £2.5m and OCC funding at £3.5m
    c) Maximum Order: DCMS funding at £3.5m and OCC funding at £4.5m

13. The Programme Management costs for managing the contract and delivery will be contained within the existing programme team costs as an ongoing operation, also funded by income from the BT profit-share arrangement.

14. An update to the Better Broadband for Oxfordshire programme will be included in the Capital Monitoring Report to Cabinet in October..

    Comments checked by:

    Hannah Doney – Head of Capital Finance
    hannah.doney@oxfordshire.gov.uk

Legal Implications

15. The contract itself is based on the OGC Framework known as RM6095 and is being agreed with OCC Legal in preparation for signing. This contract is joint funded by DCMS and OCC and as such has had to ensure that delivery to the

proposed site list does not contravene state aid rules. This is due to the requirement as being one of business or operational need at each site being connected, rather than intervention funding per se on the basis of market failure. This is a specialist legal subject and DAC Beachcroft LLP were engaged to consider each of the site types included in the procurement. Their view was that the proposed contract would not be breaching any state aid legislation. Their reply was submitted to OCC's legal team in March 2021 who agreed with its findings. The DAC Beachcroft LLP statement can be found as an attachment to this report.

16. The approach to the procurement and subsequent ITT document has been agreed by both the OCC legal and procurement teams and is compliant with all relevant legal requirements. Evaluation and moderation of the tenders has taken place with procurement team involvement and is fully complaint with procurement process requirements.

17. Final legal assurance will be conducted by OCC Principle Solicitor Contracts on the proposed contract

Comments checked by:

Christian Smith – Principal Solicitor Contracts
Christian.smith@oxfordshire.gov.uk

Staff Implications

18. The awarding of this contract and its subsequent delivery will be managed by OCC's existing Digital Infrastructure Team. This team will be working in partnership with the chosen provider and with other stakeholders (NHS, Parish Councils, etc). As stated above the funding for this work will partly come from DCMS and partly from OCC budget ringfenced for digital infrastructure build from previous programme savings and income. As a consequence there are no new staffing or funding implications for OCC by awarding this contract.

Equality & Inclusion Implications

19. This contract does not change any policy or strategy, nor does it make any change to service. The provision of gigabit capable infrastructure into public buildings may allow enhancements to existing services and for the creation of new ones, but the infrastructure that this contract will deliver is passive.

Sustainability Implications

20. As stated above, the provision of digital infrastructure may help toward reducing emissions through remote working and reduced travel, but it is for individuals or for OCC to take the decisions that will bring about those changes. As before,

the infrastructure provided by this contract is passive and will not, by itself, improve sustainability.

Risk Management

21. The digital infrastructure programme team have good experience in successfully operating this kind of procurement, as well as managing the resultant contracts. In this procurement we have additionally employed professional support in operating the procurement as well as legal advice as pertaining to state aid. Significant transparent consultation with potential suppliers in advance of the procurement itself limits the risk of challenge to proposed contract award. As the project gets into delivery, it will be important to fully align with ICT in delivery of the 'WAN Replacement' project, and we have already joined in the governance process for delivery of that initiative.

22. The team have extensively consulted with potential external beneficiaries and wish to underscore there are several opportunities at hand in how we can meaningfully engage with communities to enhance how the council delivers services locally. We also consider there are strategic opportunities to further develop agile working across the public sector, as well as collaboration between our Social Care function and the NHS. To ensure these opportunities are realised a full stakeholder plan needs development, and a formal comms plan put together to maximise this.

Consultations

23. This project has not formally consulted members of the public, but the team have engaged with schools, the NHS, community centres, village halls, and parish councils.

Claire Taylor, Corporate Director Customers, Organisational Development and Resources.

Craig Bower, Programme Director, Digital Infrastructure Team

Annex:	None
Background papers:	None
Other Documents:	Legal Advice on State Aid Published as an Additional Document on the meeting webpage
Contact Officer:	Craig Bower, programme director, 07711 411744, craig.bower@oxfordshire.gov.uk

July 2021

Division(s): N/A

CABINET – 20 JULY 2021

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Topic/Decision **Portfolio/Ref**

Cabinet, 21 September 2021

▪ **Workforce Report and Staffing Data - Quarter 1 - April - July 2021** Quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report.	Cabinet, Corporate Services 2021/049
▪ **Community Risk Management Plan (CRMP) 2022-2026 - Public Consultation** To seek approval for public consultation.	Cabinet, Community Services & Safety 2021/119
▪ **Watlington Relief Road - Preferred Options and In Principle Use of Statutory Powers** Following completion of Stage 0 Options Appraisal Report and consultation, to seek acceptance to continue with the design of the identified preferred option.	Cabinet, Travel & Development Strategy 2021/073
▪ **A423 Kennington Rail Bridge Replacement** To seek approval of additional funding and programme for delivery of the bridge replacement and new eastbound bus lane.	Cabinet, Travel & Development Strategy 2021/109
▪ **Oxfordshire Plan 2050 Reg 18 (Stage 2) Consultation Response** To seek agreement of the County Council's formal response to the OP2050 consultation.	Cabinet, Travel & Development Strategy 2021/122
▪ **Oxfordshire Street Design Guide** To seek confirmation that the document can be adopted as guidance by Oxfordshire County Council.	Cabinet, Travel & Development Strategy 2020/174
▪ **Business Management & Monitoring Report - July 2021** To note and seek agreement of the report.	Cabinet, Finance 2021/048

▪ **Healthwatch Contract Renewal** To review options for extension or retendering contract and agree preferred option. **Joint Responsibility**: Cabinet Member for Adult Social Care and Cabinet Member for Public Health & Equality.	Cabinet, Adult Social Care/Public Health & Equality 2021/057
▪ **Voluntary Sector Infrastructure Contract** To seek approval for 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.	Cabinet, Public Health & Equality 2021/105

Cabinet Member for Highway Management, 2 September 2021

▪ **Didcot: B4016 Ladygrove Road - Proposed 40mph Speed Limit** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/094
▪ **Shrivenham: Townsend Road - Proposed Traffic Calming Measures** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/037
▪ **Oxford: Holloway South Area - Proposed CPZ** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/086
▪ **Oxford: Old Marston - Proposed CPZ** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/087
▪ **Oxford: Abingdon Road South Area - Proposed CPZ** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/095
▪ **Oxford: Temple Cowley Area - Proposed CPZ** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/096

▪ **Oxford: Florence Park Area: Proposed CPZ** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/097
▪ **Oxford: Headington and Quarry Areas - Proposed Low Traffic Neighbourhoods** To seek approval on whether to progress with the proposal.	Cabinet Member for Highway Management, 2021/099
▪ **Cuxham: Proposed 20mph Speed Limit and Trail Traffic Calming Measures** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/114
▪ **Harwell: Grove Road - Traffic Calming** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/113
▪ **Oxford: Iffley Village - Proposed No Waiting at Any Time Restrictions** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/115
▪ **Kidlington: A4260 ans Bicester Road - Proposed No Waiting at Any Time Restrictions and Bus Stop Clearway** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/116
▪ **Wallingford: Charter Way and Reading Road - Proposed No Waiting at Any Time Restrictions** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/117
▪ **North Leigh: A4095 - Proposed Extension of 40mph Speed Limit and Turning Restrictions** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/028
▪ **Cholsey - Wallingford Road - Proposed Zebra Crossing and in an Adjacent Residential Development - 20mph Speed Limit** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/123

▪ **Childrey & Sparshot B4001 & Pulpit Hill - Proposed 40mph Speed Limit** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/124
▪ **Didcot: B4493 Foxhall Road - Proposed Waiting Restrictions and Loading Bay** To seek approval of the proposals.	Cabinet Member for Highway Management, 2021/125

Corporate Director of Public Health & Wellbeing, 3 August 2021

▪ **Dynamic Approved Provider List (DAPL) Agreements for the Provision of Community Healthcare Services** To seek approval of the extension of the current Dynamic Approved Provider List (DAPL) for the Provision of Community Healthcare Services from 1st April 2022 for a period of two years, with an option to extend for a further two years, and to issue new Call-Off Contracts for the three services within the DAPL for up to the same period.	Corporate Director of Public Health & Wellbeing, 2021/111
▪ **Dynamic Approved Provider List (DAPL) Agreements for the Provision of Community Primary Care Services** To seek approval of the extension of the current Dynamic Approved Provider List (DAPL) for the Provision of Community Primary Care Services from 1st April 2022 for a period of two years, with an option to extend for a further two years, and to issue new Call-Off Contracts for the three services within the DAPL for up to the same period.	Corporate Director of Public Health & Wellbeing, 2021/110