



To: **Members of the Cabinet**

Notice of a Meeting of the Cabinet

Tuesday, 16 November 2021 at 2.00 pm

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

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

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

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

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

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

Yvonne Rees
Chief Executive

November 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 Brighthouse OBE	Deputy Leader of the Council
Glynis Phillips	Cabinet Member for Corporate Services
Neil Fawcett	Cabinet Member for Community Services & Safety
Dr Pete Sudbury	Cabinet Member for Climate Change Delivery & Environment
Tim Bearder	Cabinet Member for Highways Management
Duncan Enright	Cabinet Member for Travel & Development Strategy
Calum Miller	Cabinet Member for Finance
Jenny Hannaby	Cabinet Member for Adult Social Care
Mark Lygo	Cabinet Member for Public Health & Equality

The Agenda is attached. Decisions taken at the meeting will become effective at the end of the working day on 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 December 2021

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

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

Whose Interests must be included?

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

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

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

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

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

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

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

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

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

List of Disclosable Pecuniary Interests:

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

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

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

AGENDA

1. Apologies for Absence

2. Declarations of Interest

- guidance note opposite

3. Minutes (Pages 1 - 14)

To approve the minutes of the meeting held on 19 October 2021 (CA3) and to receive information arising from them.

4. Questions from County Councillors (Pages 15 - 16)

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

Currently council meetings are taking place in-person (not virtually) with Covid safety procedures operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. While you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.

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

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 10 November 2021. Requests to speak should be sent to

colm.ocaomhanaigh@oxfordshire.gov.uk. You will be contacted by the officer regarding the arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit 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. Written submissions should be no longer than 1 A4 sheet.

6. Business Management & Monitoring Report - September 2021 (Pages 17 - 118)

Cabinet Member: Cabinet Member for Finance

Forward Plan Ref: 2021/103

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

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

This report presents September/Quarter two 2021 performance, risk and finance position for the Council.

Cabinet is RECOMMENDED

- a) to note the September/Quarter two business management and monitoring report.
- b) to note virements set out in Annex C-2c

7. Treasury Management Mid-Term Review (Pages 119 - 136)

Cabinet Member: Finance

Forward Plan Ref: 2021/102

Contact: Tim Chapple, Treasury Manager Tel: 07917 262935

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

The report sets out the Treasury Management activity undertaken in the first half of the financial year 2021/22 in compliance with the CIPFA Code of Practice. The report includes Debt and Investment activity, Prudential Indicator monitoring and forecast interest receivable and payable for the financial year.

Cabinet is RECOMMENDED to

- a) endorse the report, and
- b) recommend Council to endorse the Council's Mid-Term Treasury Management Review 2021/22.

8. Climate Action Programme Update and Annual Greenhouse Gas Report 2020/21 (Pages 137 - 162)

Cabinet Member: Climate Change Delivery & Environment

Forward Plan Ref: 2021/081

Contact: Sarah Gilbert, Climate Action Team Leader Tel: 07867 467797

Report by Corporate Director for Environment & Place (**CA8**).

The Greenhouse Gas Emissions 2020/2021 report is an annual report on the council's operational greenhouse gas emissions and progress towards the target of net zero by 2030. This report covers the financial year 2020-2021 and the period of greatest operational COVID impact.

The Cabinet is RECOMMENDED to approve the Greenhouse Gas Emissions report for 2020/2021 for publication on the County Council website, set out in Appendix 1.

9. Sustainable Warmth Fund (SWF) (Pages 163 - 168)

Cabinet Member: Climate Change Delivery & Environment

Forward Plan Ref: 2021/166

Contact: Sarah Gilbert, Climate Action Team Leader Tel: 07867 467797

Report by Assistant Director Strategic Infrastructure & Planning (**CA9**).

Oxfordshire has applied to central government for a grant of £3.37M from the Sustainable Warmth Fund. This money will provide energy-saving home retrofit measures for those most in need and unable to pay.

The Cabinet is RECOMMENDED to

- (a) endorse the submission of a funding bid to support retrofit of homes in fuel poverty within Oxfordshire under the Sustainable Warmth Fund (SWF).**
- (b) delegate authority to the Corporate Director Environment and Place in consultation with S151 Officer and Cabinet Member for Climate Change Delivery and Environment to review and conclude legal agreements should the application be successful.**

10. Local Aggregates Assessment 2020 and 2021 (Pages 169 - 346)

Cabinet Member: Climate Change Delivery & Environment

Forward Plan Ref: 2021/155

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

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

Under the National Planning Policy Framework, July 2021 (NPPF), mineral planning authorities should prepare an annual Local Aggregate Assessment (LAA). The NPPF states that the LAA should 'forecast future demand, based on a rolling average of 10 years' sales data and other relevant information, and an assessment of all supply options.'

The Cabinet is **RECOMMENDED** to

- a) **approve the Local Aggregates Assessment for 2020 (LAA2020) and the Local Aggregates Assessment for 2021 (LAA2021) presented herewith;**
- b) **authorise the Corporate Director Environment and Place in consultation with the Cabinet Member for Climate Change Delivery and Environment to make any revisions and publish the Oxfordshire Local Aggregate Assessment 2020 and the Oxfordshire Local Aggregate Assessment 2021 on the Council website.**

11. A4095/B4100 Banbury Road Roundabout - Preferred Options and In Principle Use of Statutory Powers (Pages 347 - 536)

Cabinet Member: Travel & Development Strategy

Forward Plan Ref: 2021/108

Contact: Mohammed Ilyas, Programme Lead Tel: 07712 110046

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

This report seeks approval to progress with a junction capacity and sustainable transport improvements project at the A4095 / B4100 Banbury Road roundabout in Bicester. Bicester is a key area for economic and housing growth in Cherwell and Oxfordshire, with approximately 10,000 new homes and 138.5 ha of employment land supported by the Cherwell Local Plan 2011-2031 (Local Plan). Banbury Road roundabout junction improvements will facilitate housing and support North West Bicester's allocation of 6,000 houses and boost economic growth. There are many other strategic infrastructure projects planned to be delivered by 31st March 2023 in Bicester. This project is expected to be complete by February 2023.

The Cabinet is **RECOMMENDED** to:

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

12. Banbury Regeneration - Tramway Road Improvements In Principle use of Statutory Powers (Pages 537 - 568)

Cabinet Member: Travel & Development Strategy

Forward Plan Ref: 2021/107

Contact: Mohammed Ilyas, Programme Lead Tel: 07712 110046

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

The Banbury Regeneration - Tramway Road Improvements will deliver a new bus and taxi link past the railway station and into the town centre, as well as a new access to Network Rail West Car Park, variable message signing to indicate spare car park capacity to direct drivers to the east or west station car parks and improvements to pedestrian access.

The Cabinet is RECOMMENDED to:

- a) **approve the update design layout (Annex A – Option D) and approve progression of the layout into Design and Procurement Stage 2 of the project;**
- b) **approve in principle the use of The Oxfordshire County Council (Banbury Regeneration – Tramway Road Improvements) Compulsory Purchase Order 202[x] in parallel with negotiations for private acquisition, with such powers of compulsory purchase used only as a matter of last resort. If Compulsory Purchase Order (CPO) is required to deliver the project, we will seek further approval, subject to the scheme meeting all CPO requirements and the paper will be brought back to Cabinet, once the necessary approval has been sought, including public engagement on preferred options and submission of a planning application for the scheme;**
- c) **approve the preparation of The Oxfordshire County Council Banbury Regeneration - Tramway Road Improvements (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 Project 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 Project.**

13. Forward Plan and Future Business (Pages 569 - 572)

Cabinet Member: All

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

The Cabinet Procedure Rules provide that the business of each meeting at the Cabinet is to include “updating of the Forward Plan and proposals for business to be conducted at the following meeting”. Items from the Forward Plan for the immediately forthcoming meetings of the Cabinet appear in the Schedule at **CA13**. This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.

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

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

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CABINET

MINUTES of the meeting held on Tuesday, 19 October 2021 commencing at 2.00 pm and finishing at 4.30 pm

Present:

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

Cabinet Member On-line: Councillor Dr Pete Sudbury

Other Members in Attendance:

Councillors Robin Bennett, Andrew Coles, Ian Corkin, Nick Field-Johnson, Donna Ford, Andrew Gant, Andy Graham, Freddie van Mierlo, Jane Murphy, Sally Povolotsky, Roz Smith, Pete Sudbury

Officers:

Whole of meeting Yvonne Rees (Chief Executive); Lorna Baxter, Director for Finance; Anita Bradley, Director for Law and Governance and Monitoring Officer; Colm Ó Caomhánaigh

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.

94/21 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

There were no apologies for absence. Councillor Pete Sudbury was self-isolating and unable to attend in person. He participated online.

95/21 DECLARATIONS OF INTEREST

(Agenda Item. 2)

There were no declarations of interest.

96/21 MINUTES

(Agenda Item. 3)

The minutes of the meeting held on 21 September 2021 were approved and signed with the addition of Councillor Andrew Coles to the list of Other Councillors Attending.

97/21 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

No questions had been submitted.

98/21 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The Chair had agreed to the following speakers:

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

Item 7 – Capital Programme Monitoring Report:
Councillor David Bartholomew

Item 8 – Budget and Business Planning Report:
Councillor David Bartholomew

Item 10 – Local Transport and Connectivity Plan:
City Councillor Sajjad Malik
Robin Tucker, Oxfordshire Cycling Network
Francois van de Merwe, Little Milton Parish Council
Danny Yee
Councillor Freddie van Mierlo
Councillor Robin Bennett

Item 11 – National Bus Strategy:
Mark Hull
Danny Yee
Councillor Andrew Coles

Item 12 – Countywide 20mph Policy and New Approach:
Councillor Jonny Bidgood, Sonning Common Parish Council
Councillor Freddie van Mierlo
Councillor Andy Graham
Councillor Andrew Coles

99/21 BUSINESS MANAGEMENT & MONITORING REPORT - AUGUST 2021

(Agenda Item. 6)

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Cabinet considered the report setting out Oxfordshire County Council's (OCC's) progress towards Corporate Plan priorities for 2021/22 – August 2021 with a focus on the latest performance and risk position (August 21).

Councillor David Bartholomew, Shadow Cabinet Member for Finance, addressed the financial aspects of the report. He asked for clarification on Paragraph 15 where it said that the report was “on an exception basis”. He made the following observations:

- Home to School Transport was listed as one of the biggest risks and yet it was also noted that “more efficient transport solutions should materialise and result in ongoing cost reductions”. This appeared to be a contradiction.
- The regional Memorandum of Cooperation which was aimed at controlling the costs of agency social workers had not continued. He asked if this would lead to spiralling costs.
- He noted that £7.9m of reserves were earmarked for future cost pressures in Adult Social Care and asked what implications this might have for next year's adult social care precept.
- He asked for a more expansive explanation of the £1m overspend under Environment and Place in the next report.

Councillor Calum Miller, Cabinet Member for Finance, thanked Councillor Bartholomew for his observations and said that he would take on board the suggestions for future reports. In relation to the reserves earmarked for Adult Social Care, these had already been budgeted to meet future cost pressures.

Councillor Miller drew particular attention to the significant pressures under Children's Services. Capital infrastructure plans were under review in order to take account of significant inflationary pressures. It was also essential that the savings under Adult Social Care and Environment & Place were achieved. He moved the recommendations.

Councillor Liz Brighthouse, Cabinet Member for Children, Education and Young People's Services, noted that Home to School Transport had been a perennial issue, made more difficult recently by the scarcity of drivers. It was long overdue a review.

Councillor Brighthouse stated that the Memorandum of Cooperation on agency social workers simply was not working. The Council was looking to find ways of training its own.

RESOLVED:

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

100/21 CAPITAL PROGRAMME MONITORING REPORT - AUGUST 2021

(Agenda Item. 7)

Cabinet had before it the second monitoring report and Capital Programme update for 2021/22 which set out the monitoring position based on activity to the end of August 2021. It also provided an update to the Capital Programme overview approved by Council in July 2021 taking into account additional funding and new schemes.

Councillor David Bartholomew, Shadow Cabinet Member for Finance, drew attention to the £44m underspend in infrastructure projects which was ascribed to increased design activity. He did not believe this was an adequate explanation and asked how the position had changed so much in the three months since the last report.

Councillor Bartholomew also noted that an underspend of £0.5 million on Climate Action seemed strange as this issue had been prioritised by the administration. He welcomed the completion of the broadband project leaving £1.5m not required and congratulated the officers he had worked with on this project.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, responded that as the financial year progressed it became clearer which infrastructure projects would slip into next year as design work continued.

Councillor Tim Bearder, Cabinet Member for Highway Management, described the infrastructure programme as an impossibly massive task set up by the previous administration on a very small budget.

Councillor Calum Miller, Cabinet Member for Finance, confirmed that this administration was examining the commitments made by the previous administration with concern as they prepared the capital budget for the next financial year, due in February 2022.

Councillor Miller summarised the report as showing a reduction in predicted spending of £48.6m this year but an increase of £7.6m in the projected spend over the 10 years. The Council was obliged to make a provision in relation to possible costs relating to the proposed Free School for Faringdon which was still under discussion. He moved the recommendations which were seconded by Councillor Bearder.

RESOLVED to:

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

b) Approve the updated Capital Programme at Annex 2.

101/21 BUDGET & BUSINESS PLANNING REPORT - 2022/23 - OCTOBER 2021

(Agenda Item. 8)

Cabinet considered the first in the series of reports on the budget and business planning process for the forthcoming year which provided context and background information ahead of Council setting a budget for 2022/23; a medium term financial strategy to 2025/26 and capital programme to 2031/32 in February 2022.

Councillor David Bartholomew, Shadow Cabinet Member for Finance, commented that he believed that the inflation figures mentioned in Paragraph 10 were now out of date given the impact of the pandemic. He again suggested that it might be possible to avoid the proposed 2% increase in the Adult Social Care precept next year, given the amount earmarked in reserves. He expressed concern that the plans for consultation on the budget might amount to over-consultation and questioned whether the benefits would merit the costs.

Councillor Calum Miller, Shadow Cabinet Member for Finance, described the report as setting out the framework for the first budget by the new administration as well as their Corporate Plan. He disagreed with Councillor Bartholomew's suggestion that increases in inflation were due primarily to the pandemic. He believed that the disruption to supply chains as a result of the policies of the current government had a large impact as well.

Councillor Miller agreed that the increased pressures on councils outlined in paragraph 23 as a result of new policies announced for Adult Social Care on 7 September were very significant and unless the government provided more financial support the Council would have to think hard about how to meet the costs.

Councillor Miller also noted that there would be a deep review of the capital programme inherited from the previous administration and the capital budgets will be set out as part of the Medium Term Financial Framework. He moved the recommendations.

RESOLVED to:

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

102/21 OXFORDSHIRE'S HOMELESSNESS AND ROUGH SLEEPING STRATEGY

(Agenda Item. 9)

Cabinet considered the first county-wide Homelessness and Rough Sleeping Strategy, marking a commitment to inter-agency and cross sector partnership working to prevent homelessness and end rough sleeping in the county.

Councillor Jenny Hannaby summarised the report. This strategy sat above the individual councils' strategies and would strengthen the resolve to work together.

Those who were homeless were often the poorest in society with very little in the way of possessions. Being homeless could make it more difficult for them to access employment and assistance for other issues. The aim was to get a roof over their heads and then work with them and perhaps help to get them into employment again.

Cabinet Members added the following comments:

- The pandemic had shown that having people homeless and sleeping rough was a societal choice.
- The councils, health partners and voluntary sector worked well together during the pandemic and that will need to continue for this strategy to work.
- Rough sleeping was the visible side of homelessness but was only the tip of the iceberg of those living in insecure circumstances.
- It could be seen from the strategy that officers had done a particularly good job in understanding the issues behind homelessness.
- The strategy should be reviewed in a year and should go before a scrutiny committee.

The Chair commented that the close partnership between the County Council and Cherwell District Council formed the basis of this and it showed how councils could do much more together than acting individually.

RESOLVED: to agree Oxfordshire's draft homelessness and rough sleeping strategy 2021-2026 (annex 1).

103/21 LOCAL TRANSPORT AND CONNECTIVITY PLAN (LTCP)

(Agenda Item. 10)

Cabinet had before it a report updating the Local Transport and Connectivity Plan (LTCP) on which it was proposed to undertake public consultation. It also included context about the supporting data (Annex 2), draft Freight and Logistics Strategy (Annex 3), draft Innovation Framework (Annex 4), draft Active and Healthy Travel Strategy (Annex 5), Bus Service Improvement Plan and the Integrated Sustainability Appraisal (Annex 6).

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Before considering the report Cabinet heard a number of speakers. City Councillor Sajjad Malik sent his apologies.

Robin Tucker, Co-chair, Coalition for Healthy Streets and Active Travel, welcomed the LTCP, along with the Bus Service Improvement Plan and new 20mph policy. His group's main issue with previous LTPs had been that they were not implemented and he hoped that this would not be the downfall of this one.

On the Active Travel strategy, Robin Tucker proposed deleting the section on Dual Choice Networks which, he said, had been widely rejected elsewhere. He also urged Members not to rewrite Oxfordshire Cycling Standards when there were good national standards.

Connecting Oxford was an essential part of the Bus Plan, because it both frees up the roads so buses can move, and it gives people the incentive to switch mode.

Francois van der Merwe, Chairman, Little Milton Parish Council, drew Members' attention to their campaign for a weight limit through the village because of long-standing unacceptable levels of HGV traffic despite there being a viable alternative route.

The previous freight plan and action points, despite classifying the A329 as "Local Access Route", failed to implement a viable strategy for the A329 around Little Milton. Having a plan, strategies and action points was useless if not solving problems. He called for the political will and backing from this Cabinet and Council to help solve this long-standing issue. He asked that Little Milton be included with the likes of Burford, Henley and Chipping Norton as specific areas of interest when it comes to solving HGV traffic issues.

Councillor Tim Bearder, Cabinet Member for Highway Management, expressed concern that improvement to the B4015 which the Council must make to cater for housing development might make the situation worse for Little Milton. The issue of freight movement was something that Cabinet was alive to and a holistic approach was needed.

Danny Yee welcomed the Plan. He believed that the only way to improve bus, cycling and walking travel around the city was to reduce the space provided for private cars. He urged the prioritisation of junction redesign as most of the recent cycling accidents in the city had taken place at junctions.

The changes were needed to alleviate transport poverty, address the climate emergency, reduce air pollution and congestion and make the city a better place to live in. He advocated the inclusion of two more bus gates as well as the completion of existing Low Traffic Neighbourhood plans.

Councillor Freddie van Mierlo welcomed the Plan but believed that the strategy in regard to HGVs needed to be strengthened. The provision of a

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map for HGV routes was welcome but he pointed to inconsistencies between the map and the accompanying table. Restrictions that were not legally enforceable were being largely ignored. He believed that an external agency should be employed to provide the expertise needed.

Councillor van Mierlo expressed disappointment that the strategy did not provide money for enforcing restrictions. Some larger towns might be able to self-finance these but smaller villages could not. He also called for better hygiene facilities and conditions for hard-pressed HGV drivers.

Councillor Tim Bearder responded that the government was about to provide local authorities with the powers to enforce restrictions. It might take a year to introduce but he assured Members that Oxfordshire would be at the vanguard in their use.

Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment, added that it was impossible to provide enough road space to cater for the expected car-ownership in 100,000 extra homes planned for the county. Electric vehicles were not a climate-compatible solution. Oxfordshire needed to take the lead in reducing emissions and energy use and this strategy was a good start.

Councillor Robin Bennett gave his experience of travelling in from a rural community to this meeting. He stressed the importance of secure bicycle parking at modal hubs – especially for electric bicycles which can be very expensive. He noted that there were good active travel plans for new housing developments but existing developments needed to be addressed too.

Councillor Bennet noted the proposal in the Bus Improvement Plan for cheaper hubs but he felt that the one at Berinsfield was particularly important and should be a high-specification transport hub to show what can be done.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, thanked all of the contributors as well as officers and members of the previous administration for their work on the strategy. He welcomed the supportive comments on active travel and noted the debate as to whether separate cycling routes might be needed for confident and less confident cyclists.

Councillor Enright also welcomed the focus on freight and noted that the importance of East-West Rail for freight was often underestimated. He welcomed recognition in the strategy of mobility hubs, shared transport options and cycle freight. He moved the recommendations.

Councillor Glynis Phillips welcomed the views of the Place Overview and Scrutiny Committee and asked that they be incorporated into the consultation. Councillor Enright agreed and also emphasised the importance of input from locality meetings and the Cabinet Advisory Group on Transport.

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Councillor Neil Fawcett noted that rail travel in Oxfordshire had doubled in the last 24 years despite the poor rail infrastructure. The Council needed to consider how to bring sufficient influence on the government and Network Rail to ensure the county had the necessary rail infrastructure for the development plans already in place.

RESOLVED to:

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

104/21 NATIONAL BUS STRATEGY - PROPOSAL FOR AN OXFORDSHIRE BUS IMPROVEMENT PLAN

(Agenda Item. 11)

Cabinet received a report which supported the increased priority and investment to promote buses and the need for much closer joint working in the forthcoming Enhanced Partnership, recognising the requirements for increased Council staffing and budget to support this area.

Mark Hull, Labour party Candidate for Oxford's Summertown Ward, presented a submission on behalf of the Oxford North and Greater Marston branches of the Labour Party. The biggest concern many people had about Oxford's buses was their price. Urban bus services had become both dear and scarce, except along a few main roads.

Mark Hull pointed to what happened in London in the 1980s when Ken Livingstone increased the frequency of buses and the underground while simultaneously lowering fares. This created revenue gains for London Transport that offset the increased costs of more frequent services. To reduce the potential costs and risks of radical proposals he also urged the Council to try revenue-sharing models in which risks and profits were shared in pre-agreed ratios between the Council and the operator. His groups also proposed electric shuttle buses inside the hospital campuses and a free school bus service.

Danny Yee welcomed the Plan and the proposals to be introduced in Oxford by summer 2023 including bus gates and the workplace parking levy. He was concerned that public engagement on these plans needed to be much better. He believed that the backlash on Low Traffic Neighbourhoods illustrated this. The plans represented the biggest changes to Oxford in centuries and the Council needed to explain the benefits better in order to resist the protests from those who feel their livelihood is under threat.

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Councillor Andrew Cole declared an interest in that he was an employee of Stagecoach and a founder member of West Oxfordshire Community Transport. He asked the Cabinet Member to consider retaining the 100% concessionary fare rebate for community and not-for-profit operators. He described them as a life-line for many routes such as the Witney town routes in his division.

Cabinet Members raised a number of issues:

- Councillor Bearder should respond to the comments of the Place Overview & Scrutiny Committee.
- There had been little opportunity to consult on the proposals.
- The delegation in recommendation c) was to sign off on this bid only. The decisions on how to spend whatever funds are ultimately allocated would still come back to Cabinet.
- For some people it was impossible to get to their nearest bus stop. The Council needed to work with bus companies to ensure that transport is as inclusive as possible.
- The plans should not be seen as radical but are absolutely necessary. When you make transport services quick, safe and frequent, people switch to them.
- Public transport for rural villages had been decimated and there was too much focus on urban areas in the proposals.

Councillor Tim Bearder, Cabinet Member for Highway Management, responded that it was Cabinet's aspiration to retain the concessionary rebates but central government would also have a say on the matter. He agreed to respond to the scrutiny committee's helpful comments and he was sympathetic with the dissatisfaction at the lack of consultation on the bid but the government, as with the Active Travel bid, had set a very short deadline.

Councillor Bearder agreed with many of the comments. The plan was ambitious. Oxfordshire's pro-rata share of the fund would be around £25m but this bid represented projects costed at £50m. He regretted that the government funding on buses at £3b was much less than the spending of £27b on roads. He moved the recommendations.

RESOLVED to:

- a) approve the Bus Service Improvement Plan, including the bidding list of schemes and other interventions proposed for inclusion in the document, to be submitted to Government by the end of October 2021, subject to further refinement before submission.**
- b) support the increased priority and investment to promote buses and the need for much closer joint working required in the forthcoming Enhanced Partnership, recognising the requirements for increased Council staffing and budget to support this area.**

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- c) **delegate authority to the Corporate Director Environment and Place to make any necessary changes to the Bus Service Improvement Plan in consultation with the Cabinet Member for Highways Management and the Cabinet Member for Travel and Development Strategy.**

105/21 COUNTYWIDE 20MPH POLICY AND NEW APPROACH

(Agenda Item. 12)

Cabinet was requested to approve of a new countywide 20mph speed restriction approach in areas that have traditionally mainly been 30mph limits. To accommodate this change there was a requirement for a new 20mph speed policy and the development of a new procedure to aid implementation.

Councillor Jonny Bidgood of Sonning Common Parish Council welcomed the new policy which he described as a 'sea change' in attitude to motor transport in residential areas. He was promoting the idea of a cycleway from his village to Reading and saw the reduction of speed limits as essential in promoting active travel.

Councillor Andy Graham welcomed the proposal and noted that many local communities and parishes had been campaigning for this. It was not just a question of safety but of quality of life. He hoped that those who had already developed local schemes would not be disadvantaged and that there would be sufficient officer support available to ensure this roll-out.

Councillor Andrew Coles recalled how it had proven impossible to get the previous administration to agree to expand the 20mph limit in Witney despite local support. There had been a fatal accident seven years ago which shook the community and it was recommended that the speed limit on the road be reduced to 20mph but that still has not happened. He welcomed the proposal.

Cabinet Members commented as follows:

- It was important to note that there was community and cross-party support for this.
- Police statistics showed that this speed reduction significantly reduces the number of fatalities and serious accidents.
- How will the schemes be implemented in parts of the city that are not parished? Local Members would not have the resources to carry out a local consultation.
- Will those parishes that are prepared to fund the measures be prioritised?
- The Police and Crime Commissioner has assured that the police will support these new speed limits.

Councillor Tim Bearder, Cabinet Member for Highway Management, welcomed the enthusiasm for this proposal. He believed it was likely that more officer support would be provided if the demand required it. He

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thanked all those involved in the working group which will continue to support this project.

Councillor Bearder added that the Council was not in a position to fund extra measures such as chicanes or ramps but he hoped that parishes, towns and the city could do that. He agreed to feed the comments of the Place Overview and Scrutiny Committee into the process. With regard to non-parished areas of the city, he believed that the City Council would be best placed to come up with a solution. He moved the recommendations.

RESOLVED to:

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

106/21 REVIEW OF THE OXFORDSHIRE MINERALS & WASTE LOCAL PLAN PART 1 - CORE STRATEGY

(Agenda Item. 13)

Cabinet considered the Minerals and Waste Local Plan Part 1 of 2: the Core Strategy which will guide all future Minerals and Waste development across the County to 2031. Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment, addressed his comments jointly to this item and the following item which was related.

Councillor Sudbury acknowledged the excellent work of the Council's officers and the Cabinet Advisory Group in this very technical area. He noted the good practice of inviting a critical friend – in this case, Northamptonshire – to review the decision-making.

The Council had a statutory requirement under the National Planning Policy Framework to assure the supply of certain materials for a specified number of years ahead. Currently there was not an assurance of the supply of crushed rock for 10 years and this required a revision of the policy. What had been recommended on this item and the next was the minimum required to satisfy those statutory requirements. He moved the recommendations.

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

107/21 MINERALS & WASTE DEVELOPMENT SCHEME

(Agenda Item. 14)

Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment, had addressed this item, which set out the Council's programme for preparing the Minerals and Waste Local Plan, in his comments on the previous item.

RESOLVED to:

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

108/21 DELEGATED POWERS - AUGUST 2021

(Agenda Item. 15)

RESOLVED to: note the executive decisions taken under delegated powers, set out in paragraph 4.

109/21 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 16)

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.

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

.....in the Chair

Date of signing

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CABINET – 16 NOVEMBER 2021

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Cabinet Member
<p>1. COUNCILLOR BRAD BAINES</p> <p>To ask the Cabinet Member whether the Cabinet currently intends on providing a specific budget allocation within the upcoming Budget Cycle towards accelerating planning and delivery of the Connecting Oxford project, in recognition of urgent need to alleviate chronic traffic within Oxford City, to ensure a modal shift to active travel and public transport, as well as to fulfil key policy commitments of the Fair Deal Alliance.</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p>
<p>2. COUNCILLOR BRAD BAINES</p> <p>The new LTCP commits this Council to a “well maintained highways network”, yet such a target needs to reflect the growing financial cost pressures of doing so because of Government cuts and the relative risks to different user groups of poorly maintained roads. As such, can the Cabinet Member commit to ensuring that the upcoming Highways Asset Management Strategy or the final version of the LTCP will include a financially sustainable plan for managing our highways stock and will prioritise the repair of cycleways and well-cycled roads ahead of those almost solely used by motor traffic?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p>

Questions	Cabinet Member
<p>3. COUNCILLOR DAVID BARTHOLOMEW</p> <p>South Oxfordshire District Council (SODC) is proposing to borrow £ millions to build a new HQ at Didcot. Given that there are six councils across Oxfordshire (four district, one city, one county) with much existing surplus office space between them, surely effective consolidation and reallocation of property based on the principle of 'One Public Estate' might mean that no new building is needed. Could the Cabinet Member please advise how much he has explored this option with SODC which would not only save money but would also be a much greener alternative.</p>	<p>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</p>

CABINET REPORT – 16 November

BUSINESS MANAGEMENT AND MONITORING REPORT September 2021

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

RECOMMENDATIONS

- a) To note the September/Quarter two business management and monitoring report.
- b) To note virements set out in Annex C-2c

Executive Summary

1. This report presents September/Quarter two 2021 performance, risk and finance position for the Council.
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.
5. This report summarises performance and risk within these Business Management & Monitoring Reports. Further information is provided in five annexes:
 - a. Annex A: Performance September 21
 - b. Annex B: Leadership Risk Register September 21
 - c. Annex C: Finance September 21
 - d. Annex D: Climate Action Plan Quarter two update
 - e. Annex E: Equality, Diversity and Inclusion Action Plan Quarter two update
6. The performance exceptions section (section 9) of this report concentrates on the Performance Exceptions (Indicators performing Red (off target) or Amber (slightly off target) for the last two consecutive months). The full performance report is at Annex A.
7. As part of our commitment to tackle climate change the Quarter two update is included (Annex D). Also, the Quarter two Equalities, Diversity and Inclusion Action Plan update is attached (Annex E) to show progress towards our commitment to inclusion and equality, and the agreed Equalities, Diversity and Inclusion Framework, Including Everyone.

8. Performance Overview

The Outcomes Framework reports monthly on the six strategic priorities, including 26 indicators comprised of 90 measures on a monthly basis. At the end of September 2021, indicators were rated as follows:

Green	Amber	Red
16 (62%)	6 (23%)	4 (15%)

Figure 1 – Summary of September performance for all indicators. RAG = Green – meets or exceeds the target, Amber – misses target by narrow margin and Red – misses target by significant margin. Please note the margins vary depending on set thresholds for each measure, established using national targets, forecasting and other calculation methods.

Red indicators for September (4)
OCC06 - Timeliness of emergency response
OCC13 - Household waste reused, recycled or composted
OCC15 - We provide help early on so children are less likely to be in need
OCC18 - Timeliness completing Education, Health & Care Plans

September performance summary:

September reports a slightly improved performance position overall, for areas reporting Red and Green. Demand for services exceeding available resources is the most common theme within the commentary supporting Red/Amber indicators.

Financial year tracking of Indicator performance:

Month	Green	Amber	Red	Total Indicators
April	13	2	6	21
May	11	4	7	22
June (Q1)	15	6	4	24
July	12	5	5	22
August	10	6	6	22
September (Q2)	16	6	4	26

Figure 2 - Please note that the total number of indicators fluctuates at quarterly intervals, with additional indicators, hence the higher number of measures and one additional measure introduced from May.

9. Performance Exceptions

This section of the report details each Red and/or Amber (consecutive for 2 months) indicators with supporting commentary from the Directorate.

OCC06: Timeliness of emergency response - Director: Steve Jorden

Financial Year to date performance		
April (Red)	May (Amber)	June (Red)
July (Red)	August (Red)	September (Red)
October	November	December
January	February	March

This indicator's RAG status is the result of the sum of performance of three measures, one of them reporting Red and two Amber. Below table illustrates the measures performing under target:

Measure	Status
More people alive due to 365 Alive prevention, protection and emergency response activity	Red
% of emergency call attendances made within 11 minutes	Amber
% of emergency call attendances made within 14 minutes	Amber

Comments from directorate: We continue to deliver our targeted prevention work to the most vulnerable, support road safety education and review how we can best support ambulance colleagues which can all have an adverse impact on this measure. We are reviewing our performance framework to align to the new Community Risk Management Plan which will launch in 2022 and this measure will be amended to ensure that we capture our life saving activity independently of the success of our prevention activity. This indicator is under review and is proposed to be closed, the new performance management framework will consist of SMART measures supporting the delivery of emergency response.

OCC13: Household waste re-used, recycled or composted - Director: Bill Cotton

Financial Year to date performance		
April (Red)	May (Red)	June (Red)
July (Red)	August (Red)	September (Red)
October	November	December
January	February	March

This indicator's RAG status is the result of the sum of performance of seven measures, three of them reported Red and three Amber. Below table illustrates the measures performing under target:

Measure	Status
Total % of household waste which is reused, recycled or composted	Red
% of household waste recycled	Red
% of household waste composted	Amber
% of household waste re-used	Red
% of household waste send to landfill	Amber
Average weight of waste produced per household in Oxfordshire	Amber

Comments from directorate: Figures for September are the forecasted end of year performance and is the combined effort of OCC and the City and District Councils. Forecasts continue to be variable and have been impacted by the suspension of garden waste collections in South Oxfordshire and the Vale of White Horse districts at the beginning of August. 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 overall remain above pre-Covid levels continuing from last year's exceptional high volume during the Covid pandemic.

OCC15: We provide help early on so children are less likely to be in need - Director: Kevin Gordon

Financial Year to date performance		
April (Green)	May (Red)	June (Amber)
July (Amber)	August (Red)	September (Red)
October	November	December
January	February	March

This indicator's RAG status is the result of the sum of performance of four measures, two of them reported Red and one reported amber. Below table illustrates the measures performing under target:

Measure	Status
Numbers of contacts into the MASH	Red
Number of early help assessments	Amber
Number of early help assessments completed by health visitors	Red

Comments from directorate: Consistent with the Performance in 2020/21, during the last year the number of contacts into the MASH rose by 35%. This growth has continued so far during 2021/22, albeit at a slower rate, and the figure for the first 6 months of this

year, 13,746 is 16% higher than last year. The council has funded 7 additional staff members to help mitigate this increase and timeliness targets are being met for both high risk and all children.

Although early help assessments have grown year on year and the number in the first half of the year already matches the total achieved in 20/21, the Children's Trust has agreed a long term stretch target of £15,000 per year by 2025, including a new health visitor target to support greater access to children under 5yrs. These are new targets. The CEF directorate has committed dedicated strategic leadership to refresh the Early Help strategy.

OCC16: The number of children looked after - Director: Kevin Gordon

Financial Year to date performance		
April (Amber)	May (Amber)	June (Amber)
July (Amber)	August (Red)	September (Red)
October	November	December
January	February	March

This indicator's RAG status reflects the performance of one measure, which is reporting Red for September. Below table illustrates the measure performing under target

Measure	Status
Number of Children we care for	Red

Comments from directorate: The number of children becoming cared for is increasing as fewer children are leaving the care system. In the 5 years to March 2020 on average 46% of the children cared for at the start of the year ceased care. In 2020/21 just 35% of children ceased care. This is in line with what is happening in other areas of the country as the impacts of Covid and lockdown are seen in the rising complexity of children's needs and excessive delays in court timeframes. We engage in regular liaison with the Family Courts to try and speed up processes.

The implementation of the Family Solutions Plus service is showing good early impact in preventing new entries to care. In 2020/21, 288 children entered the system. This was 14% lower than the average across the previous 5 years and the lowest annual figure for over 6 years. We continue to embed this service.

OCC18: Timeliness completing Education, Health & Care Plans - Director: Kevin Gordon

Financial Year to date performance		
April (Green)	May (Amber)	June (Amber)
July (Red)	August (Red)	September (Red)
October	November	December
January	February	March

This indicator's RAG status reflects the performance of one measure, which is reporting Red for September. Below table illustrates the measure performing under target

Measure	Status
% of Education Health & Care Plans completed within 20 weeks	Red

Comments from directorate: Performance is below target and has been falling since October last year. This is being driven by increased demand for Statutory Assessment; teams are staffed to deal with an average of 10 requests a week, but so far this year there have been an average of 30 per week. We forecast that demand will continue to rise by 12% per year. The impact of the increased demand is not only felt within the Special Education Needs Casework team, but across all teams who help complete the assessment and who similarly do not have capacity within their services. There is a particular pressure on the availability of educational psychologists. This is a national

issue. We have contracted some external services via agency to support in the short term with the backlog of annual reviews. Additional capacity is being added to the SEND casework team in order to reduce caseload and help with staff retention and our ability to better meet statutory assessment deadlines.

10. Climate Action Programme – Quarter two update (Annex D)

This report updates Cabinet on the delivery of the 21 OCC and joint priority actions set by the Climate Action Programme Board for 2021/22 (see Annex D). The below table reflects the summary of our performance against the programme this quarter.

Green	Amber	Red
9 (43%)	10 (48%)	1 (5%)

Climate Action performance highlights:

- Delivery proceeding of heat decarbonisation and energy efficiency projects funded by £2.1m grant from Public Sector Decarbonisation Scheme. Deadline extended to March 2022 to accommodate nationwide supply chain issues.
- Fleet audit completed to inform fleet replacement programme.
- Streetlighting LED conversion programme reached 36.6% delivery in September.
- £3m bid submitted to the Sustainable Warmth Fund to increase the energy efficiency of homes in fuel poverty.
- Local businesses engaged in COP26 Zero Carbon Tour, part of the council's COP26 comms campaign.

Additionally, delivery of the council's climate action commitments is being supported by the following initiatives:

- The Climate Action training e-learning module has been completed by over 420 staff since it was launched in June. Five OCC teams have now requested to take part in the Carbon Literacy peer-to-peer training course, after a successful pilot with the Fire Service in August.
- Staff joined a Climate Café in September to learn about the new requirement to include Equalities and Climate Impact Assessments in reports to CEDR and Cabinet proposing a new policy, procedure, service change, service planning or programme.

Key Climate Action programme risks:

Delay in development of a decarbonisation roadmap for the corporate estate due to restructuring of the Property service.

11. Equality, Diversity and Inclusion Action Plan - Quarter two update (Annex E)

This is the second quarter summary report of the Including Everyone action plan. There are 32 actions in total, spread across the three areas of activity: Inclusive Workforce, Inclusive Communities and Inclusive Service Delivery.

Green	Amber	Red
21 (66%)	11 (34%)	0 (0%)

Equality, Diversity and Inclusion performance highlights:

- Ethnicity pay gap reporting will now be included alongside gender pay gap reporting
- The Council's new values and behaviours, known as Delivering the Future Together, has commenced roll-out and priority projects to support embedding the new values and behaviours have been scoped with a view to starting in October
- An Equalities, Diversity and Inclusion self-assessment audit tool has been created and promoted to all schools. The Council also offers free training to all schools in Oxfordshire on becoming a restorative school, creating a safe space for everyone and creating inclusive schools.
- The 'Mentoring for Diversity' programme has been extended for an additional three months as feedback continues to be positive. All of the mentors involved in the scheme have said that it has been beneficial both for the organisation and on an individual basis.
- A final draft of the Social Value Policy has been developed which will embed both climate action and equalities considerations into our procurement practices.
- It has become clear that a number of actions will need to be re-designed as part of developing the new action plan in January 2022. This will include:
 - Developing more detailed actions that link to a project to re-design our digital presence
 - Understanding how we can improve the links between addressing climate change and tackling health inequalities
 - Ensuring that we embed key learning from Covid into actions to address inequality

12. September business management and monitoring performance highlights:

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

During August 5,494 contacts into our Customer Service Centre were recorded from all channels, of which, 4,831 contacts (88%) were resolved at first point of contact.

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

Business Fire Safety Week in Oxfordshire (6-12 Sept). Businesses were being advised not to overlook fire safety, in a new campaign launched by Oxfordshire County Council's Fire and Rescue Service.

Children aged six to 13 will be able to join in musical groups in a series of new sessions at venues across the county on Saturday mornings. The music groups are aimed at children who have been playing an instrument for at least a term and up to grade 5 and who are looking to develop their skills and performance with other players of similar ages. They offer a fun, safe supportive atmosphere where children can make new friends and improve their playing by performing with others. The 90-minute Saturday music centre sessions were available through school term times from 18 September and are available in Bicester, Oxford, Didcot, Thame and Witney.

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

As part of the annual nationwide campaign, which ran from 20 - 26 September, Oxfordshire County Council, Cherwell District Council West Oxfordshire District Council, South Oxfordshire District Council, Vale of White Horse District Council and Oxford City Council held a series of green events – both online and in person, including fairs, markets, discussions and roadshows. This year's theme is 'Step It Up' and focuses on the climate and carbon implications of not recycling correctly, or even at all. Recycle Week events in Oxfordshire included:

- Tuesday 21 September: Instagram Live Q&A with Oxford Recycles and Replenish Oxfordshire (8.30am - 9.30am)
- Tuesday 21 September: Thame Market stall (9am - 1.30pm)
- Tuesday 21 September: Oxford Brookes University Activist Fair (10am - 3pm)
- Wednesday 22 September: Henley Eco Business Fair (10am-3pm)
- Friday 24 September: Asda Wheatley Recycling roadshow (8am - 2pm)
- Saturday 25 September: Faringdon Green Day (10am - 2pm)

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

Demand at the front door continues to grow. Last year the number of contacts into the MASH rose by 35% and in the first 6 months of this year grew by a further 16%, with 13,746 contacts – nearly 10% of our under 18 population. Despite this increase, entrants to the social care system are not growing as the family solutions plus model continues to take hold. The teams work with families to help address their needs so that children can continue to be cared for in their own homes and that fewer need higher levels of social care intervention.

More than 100,000 primary and secondary school children in Oxfordshire will be offered the opportunity to be immunised against influenza this autumn in an expanded health protection campaign. The programme started on September 22 with the Oxfordshire School-aged Immunisation Team from Oxford Health NHS Foundation Trust giving quick and painless nasal spray vaccinations to consented pupils from reception classes to year 11.

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

We positively continue to implement our transformation programme 'the Oxfordshire Way'. This is about providing people with the ability to support themselves through personal, local and system assets to 'keep them in the centre', reducing pressure on formal support and focusing on prevention and early intervention, prioritising community led support. We have improved the speed at which those who do need formal support can access it. Since the start of the year the number of people waiting for an assessment has dropped by 15% despite an increase in demand.

The social and health care team is the first point of contact for enquiries about adult social care. The relationship between this team and our community partners have grown from strength to strength, and as a result, the team are able to signpost more people to community-based services. This year has seen 3.6% rise in people contacting the council about adult social care, but because the team have been able to sign post to community partners, the number of people passing through to social care teams has fallen by 16%.

13. Leadership Risk management update:

There were no score changes to the Leadership Risk Register during September and no new risks were added.

Risk Ref	Risk Title	Residual Risk Score	Direction of travel	Latest Update
LR1	Demand management - Children	20 High Risk	↔	Comments updated
LR2	Safeguarding of vulnerable children	15 Medium Risk	↔	Mitigating actions updated
LR3	High needs block funding	15 Medium Risk	↔	Potential impact, controls and mitigating actions updated
LR4	Recruitment and Retention of Childrens Social Workers	16 High Risk	↔	Added in August
LR5	Insufficient placement availability for children we care for	20 High Risk	↔	Added in August
LR6	Safeguarding of vulnerable adults	10 Medium Risk	↔	No changes
LR7	Demand management - Adults	12 Medium Risk	↔	Controls updated
LR8	Capital Infrastructure Programme Delivery	20 High Risk	↔	Risk reviewed, mitigating actions and comments updated.
LR9	Local resilience, community resilience, cohesion	8 Medium Risk	↔	No changes
LR10	Management of partnerships (non- commercial)	6 Low Risk	↔	No changes
LR11	Supply chain management	8 Medium Risk	↔	No changes
LR12	Corporate governance	2 Low Risk	↔	No changes
LR13	Workforce management	9 Medium Risk	↔	Comments updated
LR14	Organisational Change and Service Design	12 Medium Risk	↔	Comments updated
LR15	Financial resilience	10 Medium Risk	↔	No changes
LR16	Health and Safety	8 Medium Risk	↔	No changes
LR17	Business Continuity and recovery plans	8 Medium Risk	↔	Comments updated
LR18	Cyber security	12 Medium Risk	↔	Comments updated
LR19	ICT Infrastructure	8 Medium Risk	↔	Comments updated
LR20	Covid-19. Assurance that the Council can maintain and initiate new services and support to those impacted by the coronavirus	9 Low Risk	↔	Description, impact and controls updated
LR21	Construction, Resources and Skills Shortages	16 High Risk	↔	No changes

14. Summary of the Council's financial position

14.1 This report is the fourth financial monitoring information for the 2021/22 financial year and covers the period up to the end of September 2021. This report focuses on key issues, risks, and areas of emerging pressure.

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

Directorate	Latest Budget	Forecast Spend	Variance September 2021	Variance September 2021	Variance August 2021	Change
	£m	£m	£m	%	£m	£m
Children's Services	139.7	142.1	2.4	1.7	1.8	+0.6
Adult Services	198.9	198.9	0.0	0.0	0.0	
Public Health	0.2	0.2	0.0	0.0	0.0	
Environment & Place	61.2	62.5	1.3	1.8	1.1	+0.2
Customers, Organisational Development & Resources	33.4	33.1	-0.3	-0.8	-0.3	
Commercial Development, Assets and Investments	50.7	48.7	-2.0	-3.9	-1.2	-0.8
Total Directorate Budgets	484.1	485.5	1.4	0.3	1.4	0.0
Corporate Measures	-484.1	-484.1	0.0	0.0	0.0	
Total Forecast Position	0.0	1.4	1.4	0.3	1.4	0.0

14.3 General Balances were £34.6m at 31 March 2021 and are forecast to be £33.2m by 31 March 2022 after taking account of the current forecast directorate overspend of £1.4m. This compares to the risk assessed level of £28.8m for 2021/22 which is equivalent to 6.0% of the net revenue budget.

14.4 The 2021/22 budget includes planned directorate savings of £16.1m. £12.1m or 75% are expected to be delivered by year end with work continuing to achieve the rest. Any budget pressures arising from the non-delivery of any savings form part of the Directorate positions reported above.

14.5 £2.6m or 16.4% are rated amber. These mainly relate to the £2.0m savings in Adult Social Care reducing the demand pressures in the pools by 1%. By increasing the focus on maximising use of residential and nursing beds available through existing block contracts and minimising the length of any vacancies and looking for creative ways to meet needs at lower cost while also helping people to be as independent as possible spend was reduced by around 1% in the second half of 2020/21 with an on-

going full year effect of £2.0m from 2021/22. The process to maintain the saving is on-going so the saving is currently shown as amber until there is more certainty about the position later in the year. However, the forecast spend across the pools is being managed within the funding available.

14.6 £1.3m or 8.3% are rated red. £1.2m relate to savings within Environment and Place and predominately relate to the delay in the realisation of the Community Redesign saving of £1.2m. In-year mitigations are being sought to minimise the financial impact.

14.7 See Annex C for further details and commentary.

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

Status of Indicators	30/09/2021
OCC01 Improvement Following Audit or Inspection: Status	★
OCC02 Listening to residents: Status	★
OCC03 The Council is financially resilient: Status	★
OCC04 Effective financial management and governance: Status	●

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC01.01 % actions dealt with on time after external inspection by Ofsted, CQC, HMICFRS	Rob MacDougall	CIlr N Fawcett	80%	80%	★	8 out of our 10 HMI actions are now closed. We expect to close the last 2 by Q4 2022	70%	70%	★
OCC02.01 Proportion of potholes reported on FixMyStreet that require OCC action	Bill Cotton	CIlr T Bearder	68%	50%	★	<p>This measure indicates how successful the FixMyStreet interface is at communicating to the public what we will and won't fix in line with our Highways Maintenance Policy.</p> <p>Total public enquiries recorded in relation to pothole and other carriageway issues in month was 540. 366 (68%) was made up of</p> <ul style="list-style-type: none"> • 201 (37%) now repaired • 156 (29%) don't warrant immediate action but have been placed onto our longer-term planning program (Dragon or Drainage or resurfacing programs etc) • 9 (2%) waiting for Milestone to repair <p>The remaining 174 (32%) represents:</p> <ul style="list-style-type: none"> • 93(17%) did not meet our intervention criteria • 52 (10%) still awaiting a decision from officers • 15 (3%) were duplicates of other reports • 14 (2%) were the responsibility of other organisations <p>FixMyStreet systems have received several recent upgrades. This forms part of wider FMS / customer enquiry improvements. Service is also due to create a forum with other Councils using FixMyStreet to compare metrics and explore differences in approach.</p>	56%	50%	★
OCC02.02 Increase the number of FixMyStreet Super-user volunteers from among members of the public	Bill Cotton	CIlr T Bearder	4	4	★	<p>The online training for FixMyStreet Super-User Volunteers continues to progress well with 4 in September.</p> <p>Service will be promoting the scheme via OALC (Oxfordshire Association of Local Councils) newsletter next month. During September the promotion has been focused towards getting a few more towns on board. This includes Banbury and Abingdon. Councillors have been scheduled in for the October training session. Service is also offering follow up training sessions for those already trained but would benefit from a refresher.</p>	23	24	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC02.03 Increase resident satisfaction with service received via calling customer Service Centre	Mark Haynes	Cllr G Phillips	72%	85%	n/a	As part of the new telephony platform introduced on 7 June to the Customer Experience Function, a customer satisfaction survey is now an opt in choice when the customer is waiting for their call to be answered. Latest satisfaction survey – September – 110 customers surveyed out of 13,301 calls received, which was 0.82%	87%	85%	n/a
OCC02.04 Increase the % of callers whose enquiry is resolved at first point of contact	Mark Haynes	Cllr G Phillips	88%	75%	★	5,494 contacts recorded from all channels. 4,831 contacts (88%) were resolved at first point of contact.	86%	75%	★
OCC02.05 Reduce the % of calls to the Customer Services Centre which are abandoned by the caller	Mark Haynes	Cllr G Phillips	7%	10%	★	<p>During September, the Customer Service Centre received 13,550 inbound calls, up 19.9% against August. The abandonment rate increased to 6.5% from 5.4%.</p> <p>Contacts for Residential Parking Permits increased by 39% compared to August. Compared to September 2020, they are down 5%. This is mainly down to big zones renewing and new students arriving for the new academic year.</p> <p>Contacts for Blue Badge and Concessionary Bus Passes increased by 22% compared to August. Compared to September 2020, they are up 44%. The highest level of contacts since the pandemic began in March 2020.</p> <p>Contacts for School Admissions increased by 48% compared to August. This is due to the number of applications received over the school summer holidays for changing of schools. Compared to September 2020, they are down 42%.</p> <p>Contacts to Registration for Birth and Death appointments and Certificate ordering increased by 13% in September. Compared to September 2020, they are down 9%</p> <p>Calls to Adult Social Care increased by 3% compared to August. Compared to September 2020, they are down 27%.</p> <p>Calls to Children Social Care increased by 45% in September. Compared to September 2020, they are down 9.8%.</p> <p>On 10 September, we launched Webchat for 7 of our services through our 8x8 platform. This is a limited service at the moment, running 10am-2pm Mon-Friday. This also includes the Corporate Facebook and Twitter accounts for the council. Since we went live, we have had 245 Webchats from the public OCC pages: 37 messages via Facebook; and 19 messages via Twitter.</p>	8%	10%	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC02.06 Heritage Services customer satisfaction ratings	Mark Haynes	Cllr N Fawcett	98	90	★	Ratings derived from 244 written responses received by the History Service, Museums Service and Victoria County History. These include from visitors and attendees at talks and events, e-mail enquirers and social media communications. Examples of comments from customers: History Service: 'Good organisational setting and layout. Extremely helpful staff! Conveying our sincere thanks! 'Lots of assistance, easily available made to feel very welcome, as always!' 'Very friendly and helpful staff – made the visit so much better' Victoria County History: 'highly informative and enjoyable'; 'a fascinating afternoon'; 'really excellent: if only more history books were so good'.	98	90	★
OCC02.07 Customer satisfaction with Registration Service	Mark Haynes	Cllr N Fawcett	95%	90%	★	We are in the process of changing over from E Consult to Let's Talk – and as there have been a few hiccups along the way we have not had many responses back for the month of September. We are working with Lynn Smith to look at how we can improve public engagement. No replies received from Birth appointments but ceremonies and death feedback below: - Ceremonies <ul style="list-style-type: none"> ● 5 replies ● 100% said they were Excellent ● Fantastic service from booking to the ceremony. ● Our only point for improvement is that the Registrar announced us incorrectly after the ceremony. We had stated on our form that our married name would be double barrel of both our surnames, and we were instead introduced with my husband's name. Deaths <ul style="list-style-type: none"> ● 7 replies ● 85% said we were Excellent ● A very easy service and the consultant was especially friendly and helpful at what is a difficult time. The registrar was excellent. Ordering the certificates was easy but it was a pity that they took so long to come (although we knew they may have taken up to 11 working days)	95%	90%	★
OCC03.01 Overall forecast revenue variance across the Council	Lorna Baxter	Cllr C Miller	0.30%	0.00%	★	The overall forecast financial position for 2021/22 is an overspend of £1.4m. As set out in Annex C this reflects an overspend in Environment & Place (£1.3m) and Children's Services (£2.4m) offset by underspends by Customers, Organisational Development and Resources (-£0.3m) and Commercial Development, Assets, and Investments (-£2.0m).	0.30%	0.00%	★
OCC03.02 Achievement of planned savings	Lorna Baxter	Cllr C Miller	75.20%	95.00%	▲	The 2021/22 budget includes planned directorate savings of £16.1m. £12.1m or 75.2% are expected to be delivered by year end. £4.0m or 42.8% are rated amber and red. Further details are set out in Annex C. Reply	75.20%	95.00%	▲

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC03.03 General balances are forecast to remain at or above the risk assessed level	Lorna Baxter	Cllr C Miller	£33,200,0	£28,800,000	★	General Balances on 31 March 2021 were £34.6m and are forecast to be £33.2m by 31 March 2022 and reflect to the current forecast directorate overspend of £1.4m. This compares to the risk assessed level of £28.8m for 2021/22 which is equivalent to 6.0% of the net revenue budget.	£33,200,000	£28,800,000	★
OCC03.04 % of total forecast capital spend compared to budget	Lorna Baxter	Cllr C Miller	51%	90%	▲	The forecast capital spends for 2021/22 is £234.5m as at the end of August compared to £283.1m in the last programme. The variation mainly relates to major infrastructure schemes where increased design activity has led to further work being required before the construction phases start.	76%	90%	▲
OCC03.05 Net increase in in-house foster placements (excl kinship)	Kevin Gordon	Cllr L Brighthouse	0.00	1.70	▲	The net increase in foster carers remains at 7 for the year.	1.17	1.70	▲
OCC04.01 Directorates deliver services and achieve planned performance within agreed budget	Lorna Baxter	Cllr C Miller	0.3%	1.0%	★	There is a forecast directorate overspend of £1.4m. This relates to overspends on Children's Social Care and Growth & Economy offset by underspends by Property, Investment and Facilities Management and Customer Services. The current position is subject to management action and are likely to change by the end of the year.	0.3%	1.0%	★
OCC04.02 Total outturn variation for the dedicated schools grant (DSG) funded services	Lorna Baxter	Cllr C Miller	0.00%	0.00%	★	As part of the external review of the Council's accounts for 2020/21, it was confirmed that all DSG unspent balances must be moved to the new Unusable DSG reserve. This reserve is for the DSG deficit arising from the High Needs overspend. There are expenditure commitments in 2021/22 that are funded from unspent elements of the 2020/21 DSG. This technical adjustment means that an additional overspend of £0.9m on High Needs and £0.7m on Early years must now be reported. This overspend will be transferred to the Unusable reserve at year end, and as such has no impact on the expected outturn position as of 31 March 2022. So, a breakeven position continues to be reported.	0.00%	0.00%	★
OCC04.03 Use of non-DSG revenue grant funding	Lorna Baxter	Cllr C Miller	100.00%	95.00%	★	All non-DSG grants are expected to be spent during 2021/22.	100.00%	95.00%	★
OCC04.05 % of agreed invoices paid within 30 days	Lorna Baxter	Cllr C Miller	92.22%	95.00%	●	<p>This measure tracks invoices paid within 30 days of receipt and includes paid via the self-service purchase order process, as well as invoices processed via the social care finance systems by OCC's Social Care Payments team. Social Care invoices account for 30% of invoices paid this month.</p> <p>Invoices paid via the self-service portal were below target this month at 91.75 a drop of over 5%. The majority of these unpaid or late invoices are Children's and Communities invoices. Social Care invoices are also slightly under, just over 2% off the 95% target. Financial Systems are working with both Children's and Social Care Finance to improve payment times.</p>	94.16%	95.00%	●

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC04.06 Invoice collection rate - Corporate Debtors	Lorna Baxter	Cllr C Miller	96.00%	95.00%	★	<p>This measure identifies the percentage of invoices that have been paid within 120 days; this is when all standard recovery effort should have been completed and the invoice referred to the Corporate Senior Recovery officer if not paid.</p> <p>The invoice collection rate remains above the 95% target for the second month at 96% and is further evidence of sundry debtors returning to pre Covid-19 levels. In this period, we are measuring invoices issued in June (2,300).</p>	94.85%	95.00%	●
OCC04.07 Debt requiring impairment Corporate Debtors	Lorna Baxter	Cllr C Miller	£370,045	£300,000	★	<p>Debt requiring impairment is the value of invoices that have the potential to become unrecoverable and the potential loss requires recording in the accounts at year end. If there is an overall increase in the value of invoices at risk then we are required to top up the impairment balance, consequently this figure is tracked through the year to assess if we will finish the year above or below the current balance.</p> <p>Debt requiring impairment increased slightly this month from £0.36m to £0.37m and is now £0.07m above the £0.30m target. The top ten debtors account for 54% of the total bad debt, with the top case making up 26% of the balance. As reported last month the service is actively engaged in dispute resolution with the supplier and aiming for resolution by December 21. In relation to the other top ten debtors three are expected to be concluded in the next period bringing the overall balance down.</p>	£370,045	£300,000	★
OCC04.08 Debt requiring impairment - ASC contribution debtors	Lorna Baxter	Cllr C Miller	£3,652,61	£2,700,000	▲	<p>Debt requiring impairment, as it is at risk of becoming unrecoverable, increased this month to £3.65m, £0.96m above the current Adult contributions' impairment balance. The DRI is £0.67m more than the same period last year.</p> <p>As reported last month the increases seen this year primarily relate to a higher proportion of people being defaulted to being charged the full cost of their social care as financial assessments have not been completed. New procedures are now in month two, however the impact of the approach taken during Covid-19 will likely been seen through to January/February 22. The service is working up further plans to address the rising debt levels and are seeking to reduce the levels before the end of the financial year.</p> <p>Five complex cases referred to legal services, with a value of £0.3m, have now been referred to outside counsel for opinion.</p>	£3,652,617	£2,700,000	▲
OCC04.09 Average cash balance compared to forecast average cash balance	Lorna Baxter	Cllr C Miller	537,578,0	428,000,000	▲	<p>Cash balances are higher than forecast due to a higher than forecast capital balances and extra grant receipts. The level of cash balances for the remainder of the year is likely to be linked to the speed of delivery of the capital programme.</p>	537,578,000	428,000,000	▲

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC04.10 Average interest rate achieved on in-house investment portfolio	Lorna Baxter	Cllr C Miller	0.45%	0.58%	▲	<p>The forecast interest rate receivable assumed that short term money market rates would be higher for the first 6 months of the year and on the forecast cash balance level. The higher than forecast average cash balance also means that we are required to place funds with a larger number of counterparties, which has resulted in a lowering of the return.</p> <p>As current investment rates are below the level of maturing investments, each new investment will reduce the average investment rate further below the fixed target, however it will be increasing the actual cash amount received. The average interest rate will continue to reduce as the year progresses, however trying to reverse this would be exposing the council to excessive levels of credit and duration risk, which is entirely against the principals of local government treasury management.</p>	0.45%	0.58%	▲
OCC04.11 Average annualised return achieved for externally managed funds	Lorna Baxter	Cllr C Miller	3.75%	3.75%	★	External Fund returns are forecast to be in line with budget.	3.75%	3.75%	★
OCC04.13 Invoice Collection Rate – ASC contribution debtors	Lorna Baxter	Cllr C Miller	88.64%	92.00%	●	<p>The 120-day invoice collection rate remains below the 92% target at 88.6%. The collection of invoices by direct debit held for a second month at 59%, 1.5% above periods 2-4.</p> <p>The service completed a review of direct debit take up to better understand the reduction in collection rates and have introduced strategies to increase payment by direct debit. Further potential direct debit upselling opportunities are being worked on; direct debit is the most effective collection method for monthly billing.</p> <p>In addition, reworked communications have been submitted to our Hampshire IBC colleagues as part of a review of reminder letters; this development is looking to improve the response to reminder letters and should have a direct impact on collection rates.</p>	89.61%	92.00%	●

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

Status of Indicators	30/09/2021
OCC05 Number of people helped to live safe and healthy lives: Status	★
OCC06 Timeliness of emergency response: Status	▲
OCC07 Number of people receiving support to stop smoking, drug, or alcohol dependency: Status	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC05.01 Number of vulnerable children and adults helped to live more secure and independent lives	Rob MacDougall	Cllr N Fawcett	656	514	★	Activity this month has included the annual electric blanket testing delivered by Trading Standards and an increase in Safe and Well visits delivered by our Home and Community Safety Advisor and Fire Crews.	1,893	3,080	▲
OCC05.02 % of eligible population 40-74 who have received an NHS Health Check (Quarterly)	Ansaf Azhar	Cllr M Lygo	31.70%	42.00%	▲	<p>In Oxfordshire, and since 2013, the Council have adopted a service delivery model where local GP Practices are the only Service Provider. As of 1st April 2021, this was commissioned with 68 GPs via a Call-off Contract under the Dynamic Approved Provider List Agreement for the Provision of Community Primary Care Services. Through this service model, Oxfordshire County Council has become the leading performer of NHS Health Checks in the South East of England when accounting for the % of NHS Health Checks received over a 5-year period. Even during 2020/21, a year when many services were impacted by the pandemic, Oxfordshire maintained a high performing position when compared to other LAs in the region. Given the well-publicised demands on local GPs due to the pandemic, the activity provided by these service providers has been significantly impacted since April 2020. However, the same applies for all LAs in England. In addition, there is currently a supply disruption in relation to Becton Dickinson (BD) on their Blood Specimen Collection Portfolio. Consequently, in light of global shortages of blood tube products (not just those from BD), NHS England/Improvement (NHSE/I) issued guidance in order to balance demand. Within the guidance NHSE/I highlight that staff working in GP settings need to review blood testing levels to ensure a reduction in nonclinical urgent testing and highlight that routine wellness screening is not a priority (this includes the NHS Health Check Programme. This has further impacted on NHS Health Check delivery locally/nationally. Cholesterol testing in GP settings, which need the use of a blood tube, remains a core requirement of the NHS Health Check and must be undertaken to consider the NHS Health Check complete. It is anticipated that the position will improve however the overall supply is likely to remain challenging for a significant period.</p> <p>Given the above, officers are currently proposing to the Public Health Leadership Team that the Council now commission an alternative delivery method of the NHS Health Check Programme and a business case will be submitted in the coming weeks. Given the costs involved, it will be subject to procurement regulations and officers aim to have in place from 2022/23.</p>	31.70%	42.00%	▲

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC05.03 50% increase in all cycle journeys within Oxford for all purposes by 2031	Bill Cotton	Cllr D Enright	NA	NA		<p>Data collection and current travel patterns are still being worked through, as lockdown restrictions are being eased. Service team will be reviewing against the pre-2020 data. This is turn will help to validate Active Lives and Annual Travel Surveys for which we have historic figures and can project / report against. The 2021 figures are due to be released later in the year (timing tbc) which would give us a 2019/21 average, on which the 2021-22 target is based. The issue is likely to remain the reliability and volatility of data as a result of COVID, so much will depend on what the 2021 figure looks like in relation to the 2015/17 baseline and this years' target.</p> <p>2015/17 baseline for LCWIP: 306,000 trips 2031 LCWIP target: 460,000 trips 2021/22 target: 350,000</p> <p>Service team are continuing to work through the Oxford inner cordon data and investigating if it can be utilised as a way of monitoring the Oxford LCWIP target.</p> <ul style="list-style-type: none"> • Updates included in the service level dashboards and in the Unity system for Corporate Performance Team's reference. Updates to continue being excluded from the monthly • corporate Business Management & Monitoring Report for CEDR and Cabinet at this stage. This is due to 2021 figures being released later in the year. 	NA	NA	
OCC05.04 % of people cycling for travel at least 3 times a week from Active Travel Survey	Bill Cotton	Cllr D Enright	NA	NA		<p>Similar to the commentary for above measure, service team have a 2015/17 baseline figure for Oxfordshire. Data collection and current travel patterns are still being worked through. The survey should be repeated this year, which would give us a new baseline figure. The main question is how ambitious we think our target should be.</p> <p>2015/17 Baseline: 510,000 trips 2031 target: based on doubling 1,020,000 Or 50% increase (765,000) 2021/22 target: 646,000 (doubling), 578,000 (50% increase)</p> <ul style="list-style-type: none"> • Updates included in the service level dashboards and in the Unity system for Corporate Performance Team's reference. • Updates to continue being excluded from the monthly • corporate Business Management & Monitoring Report for CEDR and Cabinet at this stage. This is due to 2021 figures being released later in the year. 	NA	NA	
OCC05.05 Number of people sign posted to health services via informal conversations in libraries	Ansaf Azhar	Cllr N Fawcett	334	250	★	Figure above target and on upwards trajectory, assisted by libraries' return to full opening hours at the start of September.	246	183	★
OCC06.01 More people alive due to 365 Alive prevention, protection, and emergency response activity	Rob MacDougall	Cllr N Fawcett	46	88	▲	This measure is based on life saving activity required and this has been a safe month with less activity required which is positive in terms of community safety.	398	533	★
OCC06.02 % of emergency call attendances made within 11 minutes	Rob MacDougall	Cllr N Fawcett	73.85%	80.00%	●	This continues to be a stretching target for us to achieve now we have broadened the scope of the incidents included. We continue to send the quickest resource to all calls and the average response time for the year is 8 minutes 56 seconds.	76.04%	80.00%	●

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC06.03 % of emergency call attendances made within 14 minutes	Rob MacDougall	Cllr N Fawcett	86.43%	95.00%	●	This continues to be a stretching target for us to achieve now we have broadened the scope of the incidents included. We continue to send the quickest resource to all calls and the average response time for the year is 8 minutes 56 seconds.	88.19%	95.00%	●
OCC07.01 % of successfully treated OPIATES users not requiring treatment again within 6 months	Ansaf Azhar	Cllr M Lygo	10%	7%	★		10%	7%	★
OCC07.02 % of successfully treated ALCOHOL ONLY users not requiring treatment again within 6 months	Ansaf Azhar	Cllr M Lygo	56%	43%	★		55%	43%	★

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	30/09/20
OCC08 Condition of highways: Status	●
OCC09 Participation in cultural service: Status	★
OCC10 Reduction in carbon equivalent emissions from OCC's activities: Status	●
OCC11 Reduced 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	Target	Status	Comment	YTD	Target (YTD)	YTD
OCC08.01 Defects posing immediate risk of injury are repaired with 24 hours	Bill Cotton	Cllr T Bearder	99.9%	100.0%	●	Rate covers all defects April to August 2021. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources.)	99.2%	100.0%	●
OCC08.02 Defects creating potential risk of injury repaired within 28 calendar days	Bill Cotton	Cllr T Bearder	99.9%	90.0%	★	Rate covers all defects April to August 2021. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources.)	99.7%	90.0%	★
OCC08.03 Kilometres of highway resurfaced	Bill Cotton	Cllr T Bearder	18.0	20.6	★	The annual plan target for 2021 total surfacing programme has been calculated as 3% of the network (excluding patching). As of 30th September, 2.99% of the network has been resurfaced (cumulative rate) and is on track against the target of 3%.	134.6	127.3	★
OCC09.01 Number of visits to Heritage services (Museum of Oxford), local History & VCH ink outreach	Mark Haynes	Cllr N Fawcett	7,714.00	6,650.00	★	Museums Service visitor numbers are up 10% on forecast across the service and are at circa 75% of average number of visitors, over last 3 normal years. Face to face delivery to schools & communities restarted with good levels of uptake from schools (now at near normal levels). Community groups recovering slowly, at 25% of 3 normal year average. History Service visitor numbers were 12% lower than predicted, but higher than all other months this year. Seating capacity still limited, but meeting demand for prebooked and casual customers. Victoria County History figure was above projection, due to re physical Saturday tour of Ewelme church and almshouses based on VCH work.	34,073.00	28,550.00	★

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Measure	Director	Portfolio Holder	Period Actual	Target	Status	Comment	YTD	Target (YTD)	YTD
OCC09.02 Number of active borrower (users who have borrowed at least on item during year)	Mark Haynes	Cllr N Fawcett	44,740.00	50,000.00	▲	Output continues to grow but growth has slowed, and output has fallen well below target. Work continues to encourage customers back to libraries post COVID, but this is a challenge facing the sector across the UK. Anecdotal evidence is also that families are now only using one card between them, whereas before they would use one per person - this will result in some users not being counted as active, which may be having an impact on this output.	231,158.00	230,000.00	★
OCC09.03 Digital engagement with Heritage Services - social media reach, website hits & e-mail	Mark Haynes	Cllr N Fawcett	95,869.00	100,500.00	★	Museums Service continues to exceed forecast, but September saw significant fall in social media engagements, with the end of summer campaigns and holiday activity programmes. OCC website page views fell by 51% as compared with August. History Service figure is 26 % lower than predicted. It also includes 27% reduction in use of online catalogue, compared to Apr-Sep average, but follows downward trend in figures, since April, reopening from lockdown. Victoria County History figure is 10% below projection, which was based on 2020's exceptionally high numbers during COVID - 2021 stats have been consistently below those, but consistent with previous years.	627,766.00	577,500.00	★
OCC09.04 Number of physical visits to Libraries	Mark Haynes	Cllr N Fawcett	96,613.00	75,000.00	★	Output continues to grow assisted by libraries' return to full opening hours at the start of September. However, growth has slowed considerably, and output may dip below target next month	399,090.00	260,000.00	★
OCC09.05 Number of library issues books, DVD, CD's, E-books & audio	Mark Haynes	Cllr N Fawcett	257,294.00	200,000.00	★	Output remains well above target, even for year-end. Output has fallen slightly since last month, but this is to be expected as August is traditionally a highwater mark.	1,329,300.	600,000.0	★
OCC09.06 Digital engagement with library services (social media reach, website hit, library app)	Mark Haynes	Cllr N Fawcett	169,819.00	175,000.00	★	Output remains roughly on target, and some solutions have been agreed to provide a more helpful metric with respect to Social Media. This will be in place for next month.	1,091,341.	1,050,000	★
OCC09.07 Number of children & young people accessing the Music Service	Mark Haynes	Cllr N Fawcett	6,297.00	7,691.00	▲	<p>School orders have risen significantly compared to 20/21 academic year but still remain 25% short of the anticipated target, set at pre-covid levels. Work continues with schools to promote the service and increase engagement.</p> <p>Private student numbers have risen 13% over the past month but still remains 11% below target. Area Managers continue to work closely with their teams to bring new students into the service.</p> <p>Work continues with Central Marketing teams to improve customer engagement.</p>	6,297.00	7,691.00	▲

Measure	Director	Portfolio Holder	Period Actual	Target	Status	Comment	YTD	Target (YTD)	YTD
OCC10.02 No. of streetlights fitted with LED Lanterns by March 2022	Bill Cotton	Cllr T Bearder	546.00	625.00	●	<p>In September 2021 a further 546 LED lanterns were installed (as per the programme), raising the total number of assets now fitted with LED lanterns to 21,799. This means that 36.6% of the streetlights within the County are now fitted with efficient LED equipment.</p> <p>The target for the end of March 2022 is for 55% of the streetlights to have been converted. This means the number required to be converted for the year is 13,327. In-year progress of 2329 lanterns installed leaves 11,011 still to be carried out to meet the annual target. The remaining 11,011 lanterns are programmed in for delivery before March 22 at which point the 55% target will have been met.</p> <p>The overall programme is amber due to a delay in the start to the programme, but the in-year element is on track.</p>	2,329.00	2,675.00	●
OCC10.05 Total number of electric vehicle charging points by end of March 2022	Tim Spiers	Cllr P Sudbury	12	12	★		12	12	★
OCC10.06 % of Climate Action Programme priority actions rated as green	Bill Cotton	Cllr P Sudbury	53.00%	70.00%	★	<p>Delivery of Public Sector Decarbonisation Scheme-funded retrofit projects proceeding, with deadline extended to March 2022 to accommodate nationwide supply chain issues.</p> <p>Local businesses and community groups being engaged through COP26 communication campaign and events.</p> <p>Over 420 staff completed Climate Action e-learning module. 8 services requested Carbon Literacy peer-to-peer training.</p> <p>Persistent risk due to lack of a decarbonisation plan for OCC estate. Climate Action team working closely with Property team to overcome issues.</p>	62.50%	70.00%	★
OCC11.01 % of highway maintenance construction, demolition & excavation waste diverted from landfill	Bill Cotton	Cllr T Bearder	99.5%	90.0%	★	<p>Rate is the average for April to August 2021. (Data for this measure is reported 1 month in arrears. This is due to complexities of obtaining and verifying data from numerous sources.)</p>	99.1%	90.0%	★
OCC12.01 Minimise the number of traffic routes diverted into Air Quality Management areas	Bill Cotton	Cllr D Enright	0	9	★	<p>No diversions have been sign posted through Air Quality Management Areas.</p>	0	9	★

Measure	Director	Portfolio Holder	Period Actual	Target	Status	Comment	YTD	Target (YTD)	YTD
OCC12.02 % change of average Monthly traffic flows in or near AQMA's	Bill Cotton	Cllr D Enright	-5.00%	0.00%	★	Traffic flows remain significantly lower than normal, particularly in Oxford, due to the continued effects of increased working from home and reduced social activity even though legal restrictions have now ended. Traffic flows outside Oxford are now close to normal in many places.	-9.17%	0.00%	★
OCC13.01 Total % of household waste which is reused, recycled, or composted	Bill Cotton	Cllr P Sudbury	58.72%	62.00%	▲	<p>Figures for August are the forecast end of year performance and is the combined effort of OCC and the City and District Councils. Forecasts continue to be variable and have been impacted by the suspension of garden waste collections in South Oxfordshire and the Vale of White Horse districts at the beginning of August. Achieving the overall recycling target for this year will be challenging and will require coordinated working by all partners across the Oxfordshire Resources and Waste Partnership.</p> <p>Waste tonnages overall remain above pre-Covid levels continuing from last year's exceptional high volume during the Covid pandemic.</p>	58.83%	62.00%	▲
OCC13.02 % of household waste recycled	Bill Cotton	Cllr P Sudbury	29.2%	31.0%	▲	As per above commentary for measure reference OCC13.01.	29.9%	31.0%	●
OCC13.03 % of household waste composted	Bill Cotton	Cllr P Sudbury	29.32%	30.50%	●	As per above commentary for measure reference OCC13.01.	28.70%	30.50%	▲
OCC13.04 % of household waste re-used	Bill Cotton	Cllr P Sudbury	0.19%	0.50%	▲	As per above commentary for measure reference OCC13.01.	0.28%	0.50%	▲
OCC13.05 % of Household waste sent to landfill (forecasted end of year position)	Bill Cotton	Cllr P Sudbury	3.65%	3.00%	●	<p>Most of the waste landfilled is bulky waste from the HWRCs and collected from residents by the district councils. Due to the closure of the HWRCs and suspension of district council bulky collections for a period at the start of the pandemic landfill dropped to a very low figure early last year. It then slowly recovered to 3.01% for last year.</p> <p>The forecast for this year remains uncertain until more data is available. While showing an increase from last year this is a small proportion of residual waste, over 95% of which continues to be sent to Ardley ERF for energy recovery.</p>	4.21%	2.83%	▲
OCC13.06 % of Household waste recycled, composted, re-used at Household Waste Recycling Centres	Bill Cotton	Cllr P Sudbury	65.76%	62.00%	★	<p>The figure for August is the forecast end of year performance. Forecasts continue to be variable but the increase in recycling rate may be due to an increase in garden waste taken to HWRCs while collections in South and Vale were suspended.</p> <p>All HWRCs have operated at full capacity since Covid restrictions eased.</p>	63.86%	62.00%	★

Measure	Director	Portfolio Holder	Period Actual	Target	Status	Comment	YTD	Target (YTD)	YTD
OCC13.07 Average weight of waste produced per household in Oxfordshire	Bill Cotton	Cllr P Sudbury	1,046.00	980.00	●	<p>The figure for August is the forecast end of year performance as actual weight fluctuates on a monthly / seasonal basis. Last year the average weight of waste produced per household increased for the first time since 2016/17 due to Covid restrictions and more people working at home during the pandemic.</p> <p>It is expected that households will continue to produce more waste this year than preCovid, but quantities could reduce as restrictions ease. This is difficult to predict, and the forecast is currently highly uncertain.</p>	1,064.20	980.00	●

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

Status of Indicators	30/09/2021
OCC14 Prevalence of healthy children: Status	★
OCC15 We provide help early on so children are less likely to be in need: Status	▲
OCC16 The number of children looked after: Status	●
OCC17 Number of child protection plans: Status	●
OCC18 Timeliness of completing education, health, and care plans: Status	▲
OCC19 Children are supported to attend school: Status	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC14.01 % of mothers receiving a Maternal Mood Review in line with local pathway by aged 8 weeks	Ansaf Azhar	Cllr M Lygo	96%	95%	★		96%	95%	★
OCC14.02 Reduce the level of women smoking in pregnancy	Ansaf Azhar	Cllr M Lygo	6.90%	6.00%	★		6.90%	6.00%	★
OCC14.03 Percentage of births that have received a face-to-face New Birth Visit	Ansaf Azhar	Cllr M Lygo	97%	95%	★		97%	95%	★
OCC15.01 Number of contacts into the MASH	Kevin Gordon	Cllr L Brighouse	2,361.00	1,516.00	▲	In 2020/21 the number of contacts into the MASH rose by 35%. This growth has continued, albeit at a slower rate, and the figure for the first 6 months of this year, 13,746 is 16% higher than last year. The council has funded 7 additional staff members to help mitigate this increase and timeliness targets are being met for both high risk and all children.	2,291.00	1,516.00	▲
OCC15.02 Number of early help assessments	Kevin Gordon	Cllr L Brighouse	151.00	167.00	●	Performance fell in August, which was expected as many assessments are completed by schools but has subsequently risen. For the year to date the figure remains above target (1423 compared to 1000). However, if you need help you remain 3 times more likely to receive a social care assessment as an early help assessment. Going forward we want to encourage the growth of community based early help assessments so that children are not unnecessarily pulled into the social care system	1,423.00	1,002.00	★
OCC15.03 Number of early help assessments completed by health visitors	Ansaf Azhar	Cllr L Brighouse	9.00	17.00	▲	The number of assessments by health visitors is below target for this point in the year (72 against a target of 85). This will increase in the year as there can be some lag in recording. We continue to monitor this.	12.00	17.00	▲
OCC15.04 Number of social care assessments	Kevin Gordon	Cllr L Brighouse	478.00	605.00	★	Although the number of incoming assessments is on target, we remain concerned about the overall increase in demand which could still lead to an increase in assessments across the year, and the slowdown of children leaving the statutory social care system which is increasing caseloads. Caseloads in teams remain higher than target levels	527.83	605.00	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC16.01 Number of children we care for	Kevin Gordon	Cllr L Brighouse	790.00	762.00	▲	The number of children we cared for remains above target. The number of children becoming cared for is increasing as fewer children are leaving the care system. This is in line with what is happening in other areas of the country as the impacts of Covid and lockdown is seen within our systems	789.50	767.00	▲
OCC17.01 Number of child protection plans	Kevin Gordon	Cllr L Brighouse	548.00	500.00	▲	The number of children the subject of a child protection has risen in the month and is now 17% higher than the start of the year. This is impacting on caseloads. High caseloads mean workers have less time to work with individual families; in some areas of the service caseloads are 40% higher than target levels	507.83	500.00	●
OCC18.01 % of Education Health & Care Plans completed within 20 weeks	Kevin Gordon	Cllr L Brighouse	44.00%	59.00%	▲	Performance is below target and has been falling since October last year. This is being driven by increased demand for Statutory Assessment; teams are staffed to deal with an average of 10 requests a week, but so far this year there have been an average of 30 per week. The impact of the increased demand is not only felt within the Special Education Needs Casework team, but across all teams who help complete the assessment and who similarly do not have capacity within their services. There is a particular pressure on the availability of educational psychologists	52.67%	59.00%	●
OCC19.01 Number of electively home educated children	Kevin Gordon	Cllr L Brighouse	852.00		n/a	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. 6 of the children are currently known to social care.	897.00		n/a
OCC19.05 Mainstream Total No. entitled students conveyed by contracted transport services per month	Bill Cotton	Cllr T Bearder	6,689.00		n/a	A close similarity to July indicating that the children requiring transport in the new school term is mostly the same as in the last school year.	5,564.83		n/a
OCC19.06 Special Education Needs entitled students conveyed by contracted transport services	Bill Cotton	Cllr T Bearder			?!	The data for September is not up to date and is to be reported next month. SEN transport has spent a significant amount of time procuring transport for 60 students that the team had not been made aware of, combined with additional demand managing issues surrounding the inception of existing planned new transport arrangements. This has negatively impacted the updating of transport records.			?!
OCC19.07 Continuing Education (FE Colleges) entitled students conveyed by contracted transp. serve	Bill Cotton	Cllr T Bearder	229		n/a	The uptake of students on transport is down and increase in basic demand. This number has been decreased due to some students now being able to transport themselves independently due to the Independent Travel Training programme.	144		n/a

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC19.08 Travel model shift (Bus Passes, Direct Travel, Independent Travel Training)	Bill Cotton	Cllr T Bearder	235	200	★	Alternative methods of travel assistance continue to be popular amongst new starters requiring it. The upturn in the numbers is due to the successful engagement by the SEN transport team to engage with parents and extol the benefits of Direct Travel Payments and Bus Passes. The Independent Travel Training Scheme is also starting to bear fruit after a hiatus due to Covid.	1,216	1,200	★

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

Status of Indicators	30/09/2021
OCC20 Number of people with control over their care: Status	★
OCC21 People needing social care are supported to stay in their own homes: Status	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC20.01 % of people with safeguarding concerns who define the outcomes they want	Stephen Chandler	Cllr J Hannaby	88.7%	90.0%	●	Performance dropped in the month, but for the year to date (93.2) remains above the target and there are no concerns about hitting the yearend target.	93.3%	90.0%	★
OCC20.02 % of people receiving adult social care with a personal budget	Stephen Chandler	Cllr J Hannaby	90.00%	92.00%	●	Performance is 1% below target but has increased in the year and should hit the year end position.	90.33%	92.00%	●
OCC20.03 % of people 65 plus using Adult Social Care services receiving a direct payment	Stephen Chandler	Cllr J Hannaby	23.00%	17.00%	★	Performance remains above target and higher than the national average	22.67%	17.00%	★
OCC20.04 % of people under 65 using Adult Social Care services receiving a direct payment	Stephen Chandler	Cllr J Hannaby	41.00%	39.00%	★	Performance remains above the target and the national average	41.50%	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	22.00	61.00	★	For most people living in their own home and community is their preferred option. We look to support people to stay at home e.g., through purchasing more home care, and reducing any unnecessary care home admissions. Performance continues to be better than target and the national average.	34.83	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	26,044.00	25,080.00	★	For most people living in their own home and community is their preferred option. We look to support people to stay at home e.g., through purchasing more home care. Performance remains above target as we continue to purchase more home care.	26,040.00	24,976.83	★
OCC21.02 Reduce by 10% the number of people aged 18-64 entering permanent residential care	Stephen Chandler	Cllr J Hannaby	2.00%	3.25%	★	For most people living in their own home and community is their preferred option. We look to support people to stay at home e.g., through purchasing more home care, and reducing any unnecessary care home admissions. Performance continues to be better than target and the national average.	1.67%	3.25%	★
OCC21.03 % 18-64 age service users with LD support, living on own or with family	Stephen Chandler	Cllr J Hannaby	87.00%	76.00%	★	For most people living in their own home and community is their preferred option. We look to support people to stay at home and reducing any unnecessary care home admissions. Performance continues to be better than target and the national average.	87.95%	76.00%	★
OCC21.04 % of older people in long term care supported to live in own home	Stephen Chandler	Cllr J Hannaby	58.40%	57.00%	★	For most people living in their own home and community is their preferred option. We look to support people to stay at home e.g., through purchasing more home care, and reducing any unnecessary care home admissions. Performance continues to be better than target but is below the national average (60%)	59.13%	57.00%	★

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

Status of Indicators	30/09/2021
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	★
OCC26 Enhanced digital connectivity for residents and businesses : Status	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC22.01 Percentage of the Capital Programme delivered in line with budget	Bill Cotton	Cllr D Enright	28.00%	7.90%	★	<p>This measures the capital infrastructure major programme. 64% of the revised programme for 21/22 has been spent or committed as at end of September 2021. (This represents 42% of the original programme).</p> <p>A number of major schemes across the programmes are forecast to enter into construction contracts in this financial year. The expected year end outturn position is 88% of the revised budget against a target of 95%.</p>	64.00%	47.40%	★
OCC23 We support the delivery of new affordable housing starts by March 2022	Bill Cotton	Cllr D Enright	694.00	1,322.00	●	<p>The programme has not met the agreed three-year target. This is due to low grant rates offered to Registered Providers and consequent lack of take up in early years. COVID-19 also delayed approx. 600 units programmed for year three. The programme has been extended to March 2022.</p> <p>Following analysis of the current delivery plan, a bespoke approach has been agreed with Homes England and Ministry for Housing, Communities and Local Government (MHCLG) to maximise the number of affordable homes deliverable in the remaining period of the deal. This approach will provide flexibility and support to the delivery of schemes this year, and as necessary, into the future.</p> <p>Please note the target of 1,322 new affordable housing starts is by end of March 2022. The status of the overall programme remains amber. Latest figures will be confirmed in next month's report.</p>	694.00	1,322.00	●

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC24.01 No of businesses given support by trading standards intervention or via risks inspection	Rob MacDougall	Cllr N Fawcett	203	291	★	<p>The Trading Standards teams have continued to work on a range of various business interventions with much around weight restriction enforcement and the sales of illegal tobacco products. Over three days they visited 18 stores and 842 devices were removed from the sale mostly due to deficiencies with their packaging/labelling as a result. The teams are working with the businesses to try to resolve how some of the items can be brought up to standard and then potentially returned, as well as providing additional advice on how to ensure that any future stock meets the UK requirements. The team also took the opportunity to give advice on underage sales.</p> <p>100% of building regulations consultations received have been responded to by the Fire Safety team within the statutory 15 days.</p>	1,490	1,708	★
OCC24.02 Participation in innovation funding bids or new projects in support of Living Oxfordshire	Tim Spiers	Cllr D Enright	3.00	2.50	★	<p>New funded project MODDEST: Feasibility and proof of concept to create a scalable dynamic map of operational design domain for Connected Autonomous Vehicles, bringing in real time data from Urban Traffic Management Control, Met Office, OS etc. Approx. £200k total funding with £44k coming to Oxfordshire.</p> <p>2 new projects launching this month looking at the feasibility and piloting of connected green walls on transport infrastructure e.g., bus shelters but also opportunities for local authority property assets.</p>	14.00	15.00	●
OCC25.01 Percentage of utility works that have passed inspections	Bill Cotton	Cllr N Fawcett	72.79%	90.00%	▲	<p>From 1,268 sample A/B/C inspections conducted in September (including all follow up inspections) 923 passed. This equates to 73% pass rate (previous month 62%).</p> <p>This is below the target of 90%, due to our increasing vigilance with the quality and timing of works on the network. Increasing numbers of inspections are taking place with more defects being identified with the quality of the live works and the reinstatements. Failures are attributed to all the utility companies (at varying numbers) and these are being pursued with the Works Promoters to drive improvements. This is being pursued through escalation with the companies concerned and issuing of fixed penalty notices.</p>	75.35%	90.00%	▲
OCC25.02 Number of overrun days on carriageway work phases identified & action taken	Bill Cotton	Cllr T Bearder	14.00	15.00	★	Overrunning works are being identified and charged in accordance with the Oxfordshire Permit Scheme and income expectation.	19.17	15.00	★
OCC25.03 Reduce the number of return repairs to the Council's own works	Steve Jordan	Cllr T Bearder	0.09%	5.00%	★	The reported rate is for September. The level of non-compliant defects is expected to be low. This is because over 95% of all pothole defects are repaired as 'cut' defects rather than 'sweep and fill'. This continues to be monitored. During September there were 2 return repairs/visits to own works (NCDs). Total potholes fixed were 2,132.	0.44%	5.00%	★
OCC25.04 Delivery of the 2021-22 Programme - number of highway trees surveyed within 4-year cycle	Bill Cotton	Cllr P Sudbury	10.00%	8.00%	★	4-year inspection programme is in place. 86% of the planned annual programme for inspecting 72 parishes has been completed as at end September 2021.	86.00%	48.00%	★
OCC25.05 % of frequent bus services departing within scheduled intervals	Bill Cotton	Cllr T Bearder	94.39	90.00	★	Performance in September exceeds the target, and the reported rate is in accordance with the joint OCC/bus operator PIP (Punctuality Improvement Partnership) agreement.	94.39	90.00	★

Measure	Director	Portfolio Holder	Period Actual	Period Target	Status	Comment	YTD	YTD Target	YTD
OCC26.01 No of premises having access to superfast broadband within Oxon via BT or Airband Contracts	Tim Spiers	Cllr D Enright	79,780	NA	NA	BT to complete contractual requirement at end of October with final 73 premises being connected w/e 31 October. Airband delivery remains subject to remedial plan and contract completion moved out to Q4 21/22.	NA	NA	NA
OCC26.02 % of premises in Oxfordshire with access to superfast/ultrafast/full fibre Broadband	Tim Spiers	Cllr D Enright	98.55%	99.00%	●		98.53%	99.00%	●
OCC26.03 % of premises in Oxfordshire without access to at least Basic Broadband 2Mb/s	Tim Spiers	Cllr D Enright	0.21%	0.10%	★		0.22%	0.10%	★

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Annex B – Leadership Risk Register as at 29/10/2021

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

Risk Scorecard – Residual Risks

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

Risk Definition

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

Ref	Name and Description of risk	Potential impact	Inherent (gross) risk level (no Controls)			Controls	Control assessment	Lead Member	Risk owner	Risk manager	Residual risk level (after existing controls)			Direct' n of travel	Mitigating actions (to address control issues)	Comments	Last updated
			Probability	Impact	Rating						Probability	Impact	Rating				
2021/22						Fully effective Partially effective Not effective											
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. Efficient assessment of need and risk – strong 'Front door' arrangements including effective MASH. 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.	Partial Fully Partial Partial	Cllr L. Brighthouse	Kevin Gordon	Hannah Farncombe	4	5	20	↔	Continue to provide area early help networks and Locality Community Support Service (LCSS) support to universal professionals to ensure good access to early help for families 1. Continued funding of additional workers 2. Continued working with partners to reduce unnecessary demand Staff absence and impact on services continues to be closely monitored via Covid Programme O+P7ffice and Directorates.F:R 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 and agency workers. Review of MOC in the SE Region is in progress. Procurement of additional teams for frontline social care agreed and in progress	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. Caseloads are still higher than target levels, but some relief is being provided by the council's additional funding of MASH staff and two-managed agency teams. The early help strategy is being refreshed to improve access to preventative support for families, so that children are helped before the need for social care. Family Solutions Plus is showing good impact on preventing child abuse, neglect and family breakdown.	28/10/2021 - 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
			Probability	Impact	Rating						Probability	Impact	Rating				
2021/22						Fully effective Partially effective Not effective											
LR2	Safeguarding of vulnerable children: ensuring there are effective arrangements in place for safeguarding	Impact to a child, family and community. Reduced trust in the Council and partners. Notification of poor performance may affect the Council's current service judgements and lead to Central Government intervention, resulting in a higher financial cost related to improvement activity and intervention.	4	5	20	<p>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.</p> <p>Monitored weekly through CEF Performance Dashboard and Performance Management Framework.</p> <p>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.</p> <p>Efficient assessment of need and risk by having strong children's 'Front door' arrangements in place, including effective MASH.</p> <p>Completion of CEF Self-evaluation report every quarter which is submitted to Ofsted at the Annual Conversation.</p> <p>Quality assurance framework in children's social care -for reach, effectiveness and impact.</p> <p>Safeguarding complaints submitted to Ofsted are reviewed and investigated in a timely manner. Outcomes are reported to Ofsted.</p> <p>School attendance is monitored daily, attendance team staff undertaking home visits to encourage attendance, in partnership with schools.</p> <p>Numbers of electively home educated children are monitored.</p>	<p>Fully</p> <p>Partial</p> <p>Fully</p> <p>Fully</p> <p>Fully</p> <p>Partial</p> <p>Fully</p> <p>Fully</p> <p>Fully</p>	Cllr L. Brighthouse	Kevin Gordon	Lara Patel & Hayley Good	3	5	15	↔	<p>No further actions required</p> <p>No further actions</p> <p>Excess demand still seen in the MASH which is mitigated by additional workers as agreed by CEDR</p> <p>No further actions</p> <p>Review of capacity to meet QA and continuous improvement requirements completed and resourcing underway</p> <p>No further actions</p>	<p>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</p> <p>Demand at the front door can be unpredictable and we need to be able to be flexible to respond.</p>	04/09/2021 - Control assessments 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
			Probability	Impact	Rating						Probability	Impact	Rating				
2021/22						Fully effective Partially effective Not effective											
LR3	High needs block funding: Deficit in national funding and increasing local demand	The national High Needs Dedicated Schools Block funding allocation for Oxfordshire is some £11million less than the cost of provision locally, reflecting both the increase in demand identified in the specialist placement risk, but also a shortfall in the government's grant. The national SEND review is delayed (over 12 months) uncertainty exists around how much, if any additional national funding will be made available through the national review.	4	5	20	SEND assurance board meets fortnightly to provide oversight at strategic level	Fully	Cllr L. Brighthouse	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	Assurance board continues to meet regularly, focus is upon preparing for consultation and ensuring that there is sufficient capacity within the service to deliver the necessary proposals.	19/10/2021 - Potential impact and comments updated
					Consultation on more inclusive approach to SEN delivery planned.	Partial											
LR4	Recruitment and Retention of Children's Social Workers: Failure to recruit and retain staff	Failure to recruit and retain staff will impact quality of service and effective safeguarding work with vulnerable children Dependency on agency staff results in further financial pressures and increased turnover of personnel	4	4	16	Setting up a new academy		Cllr Liz Brighthouse	Kevin Gordon	Hannah Farncombe	4	4	16	New	Starting in September	There are 2 distinct parts of this risk: * Recruitment of newly qualified social workers. The existing controls are effective. 15 NQSWs have started in the new academy unit, with 15 more being planned to start in January 22. * Recruitment of experienced social workers, as with the rest of the country and existing controls are becoming less effective. There is a severe national shortage of social workers and a local shortage of satisfactory agency workers, leaving gaps in the service. The SE memorandum of cooperation on agency rates for social workers is under review to gain more control of the agency market. * Retention of staff where most controls are ineffective. The main issue with staff retention is workload - which links to increased demand and greater complexity of cases. Two additional temporary teams have been set up to help the most stretched part of the service. To date this has not improved staff retention, but the project is only a few weeks old. We are working to maintain morale through visibility of senior managers; improved communications and developing our compliments systems. This though will not work without addressing some of the other issues. Deep dive review into future workforce pipeline agreed at CEDR, currently being commissioned by HR. Awaiting appointment to this role.	28/10/21 - Comments updated
						Recruitment branding to make Oxfordshire more appealing to a prospective employee	Fully										
						Attendance at trade shows -e.g. Community care matters to promote OCC	Fully										
						Grow our own; Apprenticeships and Post Grad diplomas	Partial										
						Key worker housing											
						Monitor workloads	Partial										
						Manage demand	Partial										
						Regular case and personal supervision	Fully										
						2 new agency teams supporting Family Solutions teams for 6 months											
						Social work early professional development team provide support to newly qualified social workers	Fully										
			Review of memorandum of agency workers	Partial													

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LR5	Insufficient placement availability for children we care for: ensuring the timely availability of high quality placements for children we care for	Can impact Council's service judgements from OFSTED Increased financial cost due to increased complexity of need, lack of choice and availability and increased need for crisis provision Impact on patient flow though hospital settings, as small numbers of children may occupy bed in wards prior to a placements becoming available .	5	4	20	Placement sufficiency strategy 2020-25 developed and implemented with oversight of actions through monthly board chaired by DD for Corporate Parenting Increased investment in in-house fostering to increase capacity of in-house foster placements with ongoing recruitment campaigns Capital investment in development of new build OCC children's home due to open in spring 2023 Market engagement routinely taking place to inform Market Position Statement and Sufficiency Strategy Block contracts and frameworks in place and contract management for commissioning of external foster and residential placements Monthly review of occupancy data for in-house OCC residential and fostering placement and for block contracts Implementation of new Young People's Supported Housing Pathway Robust approval and monitoring of unregistered arrangements by DD through weekly Placement and Resource Panel and escalations Weekly Placement and Resource Panel chaired by DD for sign off of placement requests and additional resources .	Partial	Cllr L Brighthouse	Kevin Gordon & Stephen Chandler	Lara Patel & Pippa Corner	5	4	20	↔	Development of business case for small residential homes and DfE funding underway Contract monitoring in place to enhance delivery of YPSA beds to ensure that all beds commissioned are delivered within agreed timeframe Project work underway to identify specific housing provision for increased numbers of unaccompanied children arriving through the National Transfer Scheme Project work underway to develop a robust quality & improvement system for placements Working with South Central Framework to assess tenders for enhanced foster care recruitment Autumn recruitment campaign for in-house foster carers planned Recruitment to additional agency staff in Children's Brokerage to meet demand and backlog in placement searches	There has been a progressive increase in the overall number of children we care for, predominantly due to less children leaving care. The complexity of children's needs is increasing making it more difficult to find appropriate placements to meet their needs in a timely way. Covid has impacted on the availability of suitable foster care and residential placements which has impacted on the already challenged national and local sufficiency of placements. There is a national shortage of welfare secure and tier 4 health beds. The reorganisation of HESC has impacted on staffing in children's brokerage with new staff requiring time to be inducted and gain experience.	04/10/2021 - Mitigating actions & comments updated
LR6	Safeguarding of vulnerable adults: Failure to safeguard vulnerable adults. The Care Act 2014 places a duty on the council to work with other parts of the health and care system to safeguard adults at risk of abuse or neglect. Roles, responsibilities and accountability are set out in the act with the council being required to take the lead coordinating role.	<ul style="list-style-type: none"> Vulnerable people not protected from abuse or neglect. Serious injury or death of a vulnerable adult Significant reputational damage for the council 	3	5	15	<p>Oxfordshire Safeguarding Adults Board oversees and scrutinises the safeguarding of vulnerable adults across all partners in Oxfordshire</p> <p>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.</p> <p>Centralised Safeguarding Team which leads on incoming safeguarding concerns and the completion of all subsequent safeguarding activity.</p> <p>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)</p> <p>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.</p> <p>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.</p> <p>Publicise and provide clear communication on the ways in which a person can raise a safeguarding concern.</p> <p>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.</p> <p>Cross partnership training plan in place.</p>		Cllr J. Hannaby	Stephen Chandler	Melanie Pearce	2	5	10	↔	<p>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.</p> <p>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.</p> <p>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).</p>	The statutory demand for Adult Safeguarding remains high across Oxfordshire. Additional staff agreed to manage the increase and complexity of work.	20/10/2021 - Comments updated

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LR7	Demand management - Adults - Adult social care services aren't help people remain independent and healthy for as long as possible	More people present with higher social care needs, reflecting not just the growth in needs in the population, but also the change in informal care, which will not rise as quickly as demand. People with needs, who did not come forward for care previously, now start to come forward with greater public awareness of social care. Those people who do come forward, have higher levels of need. People moving to social care funded services as health services also face reduced funding.	4	4	16	a. The service has an agreed model for predicting demographic pressure and this is funded by the Council, a robust system is in place to monitor demand, the councils response to demand and any ongoing pressures. b. Investment in services to reduce demand (e.g. reablement) and to support emerging models of support (Community Led). c. A pooled budget arrangement is in place with health which allows whole system investment and prioritisation. d. Referrals into the service via First point of contact and then onwards into locality teams continues to show and increase compared to the same time last year. The increase in referrals have been managed effectively and have ensured more people are supported outside of long term care. e. Medium and long term impact from Covid is still not fully known though we are starting to see increased activity in all our key areas (Hospital activity, Community activity and Safeguarding activity). f. Autumn and winter planning is taking place with partners across the health and care system. g. The implementation of the new Live Well At Home contract is in progress and we are actively working with providers to maintain continuity of services, and identify alternatives to support people's independence and reduce demand where possible.		Cllr J. Hannaby	Stephen Chandler	Pippa Corner	3	4	12	↔	Risk at target level but a permanent risk due to demographic pressures. These are being managed well in Oxfordshire and responding to demand is a core thread of the Adults transformation programme. Main issue in managing demand remains the performance of the reablement pathway (subject of a separate risk) which is monitored monthly with action plan in place. A retender of the reablement support provider was completed during August 21 with new service commencing in October 21. ASC transformation and Making it Happen approach have begun, in partnership with the voluntary sector and is progressing in line with plans, impacts are as expected.	The new reablement service went live on 1st October with 4 new providers covering 5 geographical zones. We are currently working with the outgoing NHS service provider to maximise capacity during an extended transition phase. Several initiatives will support demand management under these new arrangements, including an increased role played by the voluntary sector to support people returning home from hospital, and increased MDT / multi agency input to reduce avoidable admissions to hospital. We continue to develop our preventative measures as part of the Oxfordshire Way, and working with partners on the Community Services Strategy.	19/10/2021 - Comments updated
LR8	Capital Infrastructure Programme Delivery	HIF1 potentially could cost OCC £6m per month after the end date of Nov '24. HIF2 could cost OCC £2m per month after Feb '25. Other risks could include: Withdrawal of funding, lack of accelerated homes delivered and potential breakdown in collaborative working across Oxfordshire local authorities. Reduced delivery of affordable housing and related impact on the community Lack of investment in road infrastructure to support current housing delivery and future planned growth leading to a severe impact on the network or the Council objecting to new development. Additional strain on the highways network that could restrict the county's ability to improve productivity. Lack of a strategic framework for future growth in the county. Constraint on economic development .	4	5	20	A Director has been allocated to focus on OCC Infrastructure Delivery which will address senior management capacity challenges. The role focuses on delivering the capital programme and establishing internal processes to speed up delivery e.g. a Programme Management Office has been established, a new ICT system for more effective Project Management is being introduced (Oct 2020) and new governance structure to deal with the volume of schemes in the pipeline and provide, for example, technical programme management, risk/assurance management, performance management and a broader partnership function. Temporary Additional skills and resources have been brought in to assist with the programme management of the major elements of the programmes. Review of major schemes to reflect changes in environmental legislation, and intelligence from early contractor engagement is under way.	Partial	Cllr D. Enright	Bill Cotton	Owen Jenkins	4	5	20	↔	A Service Improvement Plan has been enacted that links to the Communities directorate redesign and will ensure the long term resources and skills are put in place and all processes are modernised and to manage this large and complex set of programmes. A corporate Assurance Board has been set up, chaired by the CEO to ensure the cross council focus and support is in place to capture any issues early and enable the prioritisation of resources and effort where needed. Ongoing dialog with funding bodies such as MHCLG and Homes England takes place to manage funding agreements.	Mitigating Action that were put in place have taken effect and significant progress has been made in scheme delivery, and although some residual risk remains, the situation is improving, hence the risk reduced across the majority of schemes. However emerging cost pressures and programme pressures as a result of further scheme development have increased the risk of delivery on some key schemes. These are currently being actively managed.	20/10/2021 - No changes

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LR9	Local and community resilience : ensuring there are plans in place to support and engage communities with regards to resilience, cohesion, and community tension	Impact on Council's ability to deliver services if disruption affects particular locations, customers or staff. Potential reduction in public trust if the council is not seen to be acting appropriately.	3	4	12	Thames Valley Police and Safer Community Partnership are monitoring communities to identify any issues that may indicate escalating community tensions. Communication network in place including local Members to provide single consistent messaging via multiple trusted sources should it be needed.	Fully effective Partially effective Not effective					2	4	8	↔	Health Protection Board, MOAC and Surveillance Cell in place to manage pandemic surveillance 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 Winter Plan to Recovery being reviewed by all relevant groups.	Covid remains the main factor envisaged to cause community tension although there is no significant intelligence being raised to this effect. Oxfordshire is heavily involved with supporting refugees from Afghanistan - this could increase community tension in some areas and is being monitored by the System Silver group supporting this.	25/10/21 Update to mitigating actions and comments. Risk score unchanged
LR10	Management of partnerships (non-commercial) maximising the use of effective partnerships to deliver strategic outcomes and community benefit.	Deterioration of key relationships could reduce the Council's ability to: • meet desired outcomes for residents, • achieve efficient delivery • take opportunities to improve services. It also has the potential to negatively affect public confidence in the Council (e.g. through inspection outcomes) Failure to work effectively with the local Voluntary & Community Sector (VCS) might impact on our ability to both support and utilise the capacity and capability of the sector to help generate community resilience, community willingness to effectively address local needs and help to reduce demand for services (e.g. prevention).	2	4	8	Ongoing management of existing relationships held at Cabinet and senior officer level, including sharing of priorities and early discussion of potential changes or challenges Supported by regular engagement and interaction at different levels of the organisation, including joint working initiatives and shared posts. Formal/informal meetings with main bodies and sector representatives. Participation and engagement in local partnerships, forums and project / policy development work. The Civilian / Military Partnership is implementing changes to how it operates, and has supported the Council to achieve Gold status under the Armed Forces Employer Recognition Scheme. Health and Wellbeing Board has oversight of development of Integrated Care System and pooled budget arrangements. Growth Board retains oversight of the implementation of the Housing and Growth Deal and Housing Infrastructure Fund schemes. Systems structures in place to deliver on-going response to CV-19 and plan for recovery. Liaison and planning arrangements in-place with VCS for Covid-19 community response, VCS resilience and recovery planning.						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.		14/10/2021 - No changes

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2021/22						Fully effective Partially effective Not effective											
LR11	Supply chain management: ensuring effective delivery through the supply chain	Delays to meeting service requirements or service provision.	2	4	8	The Procurement team has a contract in place for a credit check service that analyses the financial position of an organisation to determine a credit score. This information is used in the Tender evaluation process to select a suitable supplier and to monitor ongoing performance of current suppliers. Current suppliers that see a drop in their financial rating would trigger an alert that would be considered by the applicable contract manager.		Cllr C. Miller	Steve Jordan	Melissa Sage	2	4	8	↔	The Procurement team has a contract in place for a credit check service that analyses the financial position of an organisation to determine a credit score. This information is used in the Tender evaluation process to select a suitable supplier and to monitor ongoing performance of current suppliers. Current suppliers that see a drop in their financial rating would trigger an alert that would be considered by the applicable contract manager.	The Contract Management Intelligence Team, as part of Provision Cycle, is taking a more proactive role in identifying risks in the supplier and marketplace more generally. As part of the implementation of Provision Cycle, contract management procedures are being discussed with Service Areas, in order to agree respective roles.	04/10/2021 - No changes
LR12	Corporate governance: creating and embedding an effective and robust management and governance system that provides accountability and transparency.	Inconsistent, uncompliant or potentially unlawful actions/decisions. Inability to support Council's democratic functions / obligations (e.g. return to in person formal meetings and compliance with restored legal regime). Elements of the Covid-19 response may be compromised or delayed.	2	2	4	<p>Council governance framework is regularly reviewed and updated by senior managers and members.</p> <p>Constitution - updated and annually reviewed by Monitoring Officer and Full Council - Amendments made to the Constitution to facilitate return to in-person formal meetings with provisions for virtual attendance by non-voting members, the press and public.</p> <p>System of internal control - co-ordinated by the Corporate Governance Assurance Group; overseen by the Chief Internal Auditor; elected member oversight by Audit & Governance Committee, which reviews the Annual Governance Statement.</p> <p>Annual Governance Statement – annual opportunity to review the effectiveness of internal controls; signed by Leader and three statutory postholders (HOPS, MO, CFO); overseen by Audit & Governance Committee.</p> <p>Business Continuity Plans are in place which ensure that appropriate leadership of the Covid-19 response.</p> <p>Control measures implemented throughout 2019/20 and updates on key issues are reported to Audit & Governance Committee.</p> <p>Democratic decision-making processes are in place and reviewed as part of the Constitution Review and with regard to COVID regulations and virtual meetings processes</p>		Cllr G. Phillips	Anita Bradley	Glenn Watson	1	2	2	↔	<p>Continue to undertake control measures throughout 2021-22 and respond to specific matters as they arise.</p> <p>Annual Governance Statement process for reflecting back on the year 2020/21 is now completed, with approval from the Audit & Governance Committee. Process now begun for embedding Local Code of Corporate Governance and Annual Governance Statement process (for 2021/22 year) with ELT and CEDR. CEDR approved plan and first meeting held with ELT. ELT members being approached outside the meeting with detailed follow up. Whistleblowing Policy review being taken to October Audit Working Group for initial member views before a report to Audit & Governance Committee.</p> <p>Corporate Governance Assurance Group leading a project to review/align governance processes between Cherwell DC and Oxon CC. CEDR has agreed a quarterly reporting process for CEDR/ELT and Corp Gov Assurance Group</p> <p>Proposals for a Constitution Review for Oxon CC agreed by Audit & Governance Committee and Full Council in March agreeing a fuller review to be owned by the new incoming Council after the May 2021 elections. Cross party working group approved by Audit & Governance Committee in September with outline terms of reference and timeline for the review. Political Groups being approached for cross-council membership of the Working Group.</p> <p>Elections successfully delivered and Induction Programme has completed its first phase. Consultation with the administration, CEDR and potential councillor working group to develop future stages. Sessions delivered to councillors on the constitution, finance, code of conduct, equalities and service overviews. Sessions also delivered in September to strengthen scrutiny skills for chairs and members, led by the Centre for Governance and Scrutiny.</p> <p>Meetings have returned successfully to physical form (Annual Council), in compliance with COVID safe rules with hybrid facilities for non-voting members, press and public and live streaming.</p>	Induction rolled out; decision making meetings continue to be held in physical form, with access rights in person and virtually for the public and other participants, and doing so in line with changing public health situation (e.g. relocation of meetings outside of Oxford City). The new administration formed. And training has been delivered to chairs and members of the three new scrutiny committees to help underpin the effectiveness of these new meetings and their work programmes. Constitution review getting under way (Autumn and Spring timetable) with cross-party working group which will make recommendations to the Audit & Governance Committee. Political Groups have begun to appoint members to the Working Group	19/10/2021 - Mitigations and comments updated

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LR13	Workforce management: long term plans to ensure a capable and skilled workforce with the capacity to deliver required and new services.	Failure to manage the workforce and develop strategic HR plans may result in the following: •Recruitment and retention issues •Increased costs of agency staff •Increased costs in training and development •Underperformance or lack of delivery	4	3	12	On-going monitoring of issues and HR data. Key staff in post to address risks (e.g. strategic HR business partners, reward manager) Ongoing service redesign will set out long term service requirements .		Cllr G. Phillips	Claire Taylor	Karen Edwards	3	3	9	↔	Development and adoption of sector relevant workforce plans . Development of new People and Organisational Development strategy. The ability to interrogate and access key data (ongoing) in order to inform workforce strategies. Development of new Learning & Development strategy, including apprenticeships. Post Covid-19 recovery plans to support the workforce are under commission. These will include any lessons learnt and training needs and alignment with any new service delivery requirements arising from Covid-19. Weekly review of the absence data is being undertaken to identify areas of high absence. There are indications that specific service areas are beginning to experience recruitment difficulties for professional roles. HR is working with the relevant directors to consider alternative resourcing methods.	As the response to Covid evolves and we move towards a new 'norm' such as greater agile working, both workforce and management development will require a re-focus to enable this transition for the long term. This risk remains stable. The situation continues to be monitored. Turnover (planned and unplanned) is significantly below the national level. HR is working with areas experiencing recruitment difficulties.	20/10/21 - Mitigating actions and comments updated
LR14	Organisational Change and Service Design: ensuring there are effective plans and governance in place to deliver required organisational change.	The impact of the risk occurring would be failure to realise improved service delivery, quality and inability to respond to growing demands. It may cause inefficiencies, increasing costs and/or lack of delivery of planned savings. Furthermore inefficiencies may result in increased costs and/or lack of delivery of planned savings. The breadth of the programme means that it is built of many constituent parts, so that if any one project fails, it can be 'tied off', replaced or redesigned. This breadth means that risk is managed across a wide portfolio but it also requires the right capacity, skills and governance to ensure delivery.	4	4	16	All projects identify benefits to be delivered and long term financial implications (upfront costs and savings), supported by project plans. Financial benefits realisation articulated in all project plans, monitored via monthly highlight reports and our corporate reporting process. Systematic service improvement activity focused on demand management, and developing a more preventative approach to our services. All project resourcing considered monthly, roles allocated & additional 3rd party support commissioned where there is a lack of internal capacity. Organisation change and service redesign has been fully incorporated into business as usual and so scrutiny and assurance will revert to the Performance Scrutiny and Audit & Governance committees. This will be supplemented by detailed financial analysis that reflects the explicit link between the programme of work and the council's Medium-Term Financial Plan. Where joint activity is planned the Partnership Working Group review progress and delivery. Capacity and expertise is managed through inhouse resources (including development of new skills where necessary) and the use of external professional support where required – a mixed economy model of delivery. CEDR continues to manage in flight change projects and directorates have been directed where possible that implementation of change is to continue e.g. provision cycle, family safeguarding, front office transformation where possible. Delays and the consequences thereof will be considered by CEDR as the accountable body for change management.		Cllr G. Phillips	Claire Taylor	Tim Spiers	3	4	12	↔	Ensure that the Council's change agenda, including all existing programmes, is integrated into one overall portfolio of change programmes that lead and inform the Service and Resource Planning Process, and expand in scope where further savings are required. Continue to ensure that detailed planning and monitoring of projects fully understands interdependencies between projects. Ensure all change activity is fully aligned to, and supportive of, the corporate priority setting and Medium Term Financial Planning process. CEDR to regularly review the Council's portfolio of change programmes' (both corporate and service focused) fitness for purpose and delivery, as part of quarterly reviews reported to members CEDR to review impact of Covid-19 on organisational change a reprofile projects as required. Align work with CDC programmes wherever possible to achieve increased benefits. The IT Services are being closely joined which will support alignment	Initial consultation work on IT reorganisation complete, key posts now filled with staff supporting both CDC and OCC giving more alignment. Gartner have been engaged to undertake PMO maturity baseline and to identify areas for further improvement. The IT, Digital and Programme Board membership has been reviewed and refreshed to ensure all service areas are represented. Business Partners in the IT Customer Engagement team have been aligned to specific areas in the Council matching their experience and knowledge. These will be an initial contacts in IT for a service to explore and discuss change initiatives. Ensuring they are aligned with the broader Council change agenda and the IT Strategy.	15/09/2021 - Comments updated

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LR15	Financial resilience: ensuring there are effective plans in place to deliver a balanced budget and a sustainable medium term financial strategy	Significant overspend at year end leading to: <ul style="list-style-type: none"> extensive use of general balances, taking them below their risk assessed level extensive use of earmarked reserves resulting in no funding available for earmarked purpose further savings or income generation required in year or across the life of the Medium Term Financial Plan (MTFP) <p>Further reductions to funding will require additional savings or income generation opportunities above those in the existing MTFP. Given the scale of the reductions already delivered and those planned, plus continuing rising demand in Adults and Children's services, the ability to respond to this, and quickly, could put at risk the setting of a balanced budget and MTFP.</p>	3	5	15	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.	Fully Fully Fully 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. 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.		20/10/2021 - No changes

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			Probability	Impact	Rating						Probability	Impact	Rating				
2021/22						Fully effective Partially effective Not effective											
LR16	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.		Cllr N. Fawcett	Steven Jordan	Paul Lundy	2	4	8	↔	COVID-Secure arrangements and safe working practices remain effective and are regularly reviewed to ensure they are inline with government guidance. Even though positive outlook with reducing cases controls are expected to remain in place for longer term e.g. IPC procedures including PPE. 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.	Risk score remains amber to reflect status of COVID cases nationally and in Oxfordshire. H&S Risk Assessments and Procedures remain effective in controlling workplace exposure and reducing transmission alongside vaccination programme. To achieve 'Green' RAG rating a downward trend and low case numbers needed to reduce likelihood of exposure. Currently at Stage 4 of Roadmap. Important to note legal duties under H&S legislation still apply including red to assess risks to our staff and customers and take appropriate mitigations in line with the current gov working safely guidance: Frontline services e.g. social care continuing to apply IPC protocols incl. PPE etc. H&S/FM developing proposals for return to offices with focus on improving ventilation, CO2 monitors in meeting rooms, regular cleaning and encouraging hand hygiene and wearing of face coverings. Mandatory COVID Vaccinations for health and social care staff. Flu vouchers offered to health and social care staff in addition to those entitled under national immunisation programme. Lone worker mobile app project on track and onboarding of services in progress. Rolling out to 650 CSC staff Oct-Nov 2021. Field Monitoring by H&S Team has restarted including libraries, CSS, Children's Residential Homes in Q2 and Q3 - No significant concerns raised to date. Corporate H&S for OCC/CDC now aligned in terms of management support and where possible aligned governance processes.	19/10/2021 - 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
			Probability	Impact	Rating						Probability	Impact	Rating				
2021/22						Fully effective Partially effective Not effective											
LR17	Business continuity and recovery plans: Resilience to a additional significant disruption during the Covid-19 Response	Essential Council Services and Covid-19 Response services are unable to be recovered within a reasonable time frame. Impacts could include risk to life or welfare, financial loss (for example due to litigation) and reduction of trust in Council services	3	4	12	Business continuity plans remain under review to reflect the on-going COVID situation .The business continuity improvement programme has led to significant and has led to significant improvements including to a consistent approach to business impact assessments, service business continuity frameworks and business continuity plans.		Cllr N. Fawcett	Steve Jordan	Rob MacDougall	2	4	8	↔	Health Protection Board, MOAC and Surveillance Cell in place to manage pandemic surveillance and Oxfordshire System communications Agile working guidance continues to be developed across services Business Continuity Plans have been reviewed and business impact assessments are being completed for 21/22.	Staff absence and impact on services continues to be closely monitored via Covid Programme Office and Directorates.	25/10/21 Update to mitigating actions and comments.
LR18	Cyber security: assurance that effective controls are in place to prevent security issues.	A serious and widespread attack (like WannaCry in Health or Ransomware attacks in Hackney and Recur) could mean the Council will not be able to function or support services, causing business continuity plans to be invoked. There may be less serious lower level theft of data or a publicity type attack.	4	4	16	A robust plan is in place and under continuous improvement. OCC and CDC are 'Cyber Security Essentials Plus' accredited. OCC are currently undertaking 'Cyber Essentials Plus' accreditation. OCC and CDC are PSN accredited. OCC and CDC are also working with other local government organisations to ensure a co-ordinated approach to Cyber Security events. Guidance has been re-issued to all staff on protective measures to take when home working, less secure apps have been disabled.		Cllr G. Phillips	Claire Taylor	Alastair Read	3	4	12	↔	The IT Service at CDC and OCC continue to manage cyber security threats in-line with the required 'Cyber Essentials Plus' standards. As part of the IT service redesign a joint OCC/CDC Cyber Security officer has been appointed , to undertake: •Responsibility for managing security threats and prevention methods •Working with Information Management to ensure implications of GDPR on data security are understood and built in •Working with partners to provide training so that every OCC user is aware of their role in preventing cyber threats •Documenting processes and policy to define roles, responsibilities and procedures •Maximising tech to reduce cyber risks •Ensuring all new and existing suppliers meet cyber security requirements Launched a 'Cyber Security Awareness' project to evaluate and improve Cyber awareness across the Council, including new eLearning material and security exercises. Implemented 'Microsoft Cloud App Security' which protects our use of cloud services, providing advanced threat detection against ransomware, inside threats and data leaks. Trialling an email banner to highlight external emails – providing protection against phishing attacks, spoofed emails and scams.	IT and Cyber Security Officer has been appointed to cover both OCC and CDC. The IT Service continues to work with colleagues and partners to manage the cyber security threat. IT technical resources from OCC and CDC are working closely to ensure both organisations are protected from Cyber security threats. Risk is being treated as a high priority due to the ongoing threat to all organisations. Our approach is guided by the National Cyber Security Centre (NCSC) and also informed by Gartner insight. Presentation made to Audit and Governance Committee regarding the current status and plans to ensure the organisation continues to do everything possible to manage the ongoing threat. Work is being planned to increase awareness. We are now engaging our annual PSN review. With the changes we have put in place this process has become easier to execute with less requirement on people resources. Our ongoing patching and asset management has helped the process. There is more work to be done but we have made great steps forward. NCSC have advised that all County Councils have an offline backup solution to fully mitigate against Ransomware. To add this to out infrastructure the cost would be in the region of £250k that has not been budgeted for. IT are now running an awareness programme. There is a national Cyber Security campaign in October, IT will be using this to promote the new 'Staying Safe Online' course to all staff across the Council. This will be advertised on the intranet and promoted in the manager's briefing. All staff are expected to complete the course and managers will be asked to monitor staff progress in doing this.	20/10/2021 - 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)			Direction of travel	Mitigating actions (to address control issues)	Comments	Last updated
			Probability	Impact	Rating						Probability	Impact	Rating				
2021/22						Fully effective Partially effective Not effective											
LR19	ICT Infrastructure: 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	<p>All servers and services have been migrated (by the end of Q4 2019/20) to the new data centre equipment and are operational.</p> <p>The new backup service is operational. The cloud Disaster Recovery solution is configured and running.</p> <p>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.</p> <p>IT Staff have been reassigned to meet any increase in demand due to COVID19 business requirements.</p> <p>IT have secured more laptops to help ensure we have stock in case there is delivery issues after Brexit.</p>		Cllr G. Phillips	Claire Taylor	Alastair Read	2	4	8	↔	<p>Maintaining assessment to keep on top of changing needs of workforce, services and cyber threats under CV-19</p> <p>Ensuring sufficient staff cover is lined up to keep ICT running in the event of staff illness</p> <p>Replacement datacentre, disaster recovery and backup solution are fully operational.</p> <p>Datacentre network equipment has been updated and the amount of core space used rationalised.</p> <p>Measures remain in place together with the resilience testing to maintain core IT services.</p> <p>Staff resources are assigned to the most in demand IT requirements.</p> <p>An expanded duty team will support delivery of critical services out of hours</p> <p>New joint cyber security officer has been appointed which enables an even greater focus on protecting the organisation against possible cyber-attacks.</p> <p>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.</p> <p>All projects have been prioritised to ensure that critical work can continue in case of 2nd or 3rd wave.</p> <p>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.</p> <p>Installation of more cost effective DR is underway. Completion by Feb 2021.</p> <p>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.</p>	We now have a migrated datacentre, the DR solution is in place and less complex than previous. We have tested all parts of the solution. We now have to run a full DR test to confirm our testing. In preparation for DR testing all servers have be prioritised according to the services they are running. This has been paired with the priority applications list approved by the Business Continuity Steering Group. Work continues to record the point to which we can restore data to for each application for presentation and awareness to Business Continuity Steering Group.	20/10/2021 - 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)			Direction of travel	Mitigating actions (to address control issues)	Comments	Last updated
			Probability	Impact	Rating						Probability	Impact	Rating				
2021/22						Fully effective Partially effective Not effective											
LR20	Covid-19. Ability of the Council to focus on recovery and renewal from the COVID-19 period while retaining the capacity to adapt and respond to new developments and requirements, and deal with new increased levels of service demand	<ul style="list-style-type: none"> Ongoing pressures on service delivery with increased level of service demand and ongoing limitations on delivery may reduce the Council's ability to deliver its objectives Long term direct and indirect impacts of COVID on community, economic and individual wellbeing including the differential impact on different sections of society, 	4	4	16	<p>System-wide pandemic governance is in place. The Council has prepared, revised and is delivering a Local Outbreak Management Plan to minimise the spread and impact of COVID-19. This has been updated in September 2021 to reflect the changing course of the pandemic. Coordinated communications continue to public, stakeholder and staff audiences</p> <p>Regular updates from Director of Public Health, shared internally and externally.</p> <p>A RAG rating reporting system is in place to provide updates at directorate/service level on a fortnightly basis for areas forecasting significant staff and service pressures due to COVID-19 impact. This data is monitored at OCC/CDC Silver and escalated to CEDR (Gold) as required).</p> <p>Recovery and renewal planning is underway within the system governance structures and through sector specific partnerships (eg Health and Wellbeing Board and OxLEP)</p>		Cllr G. Phillips	Claire Taylor	Robin Rogers	3	3	9	↔		The Council's Recovery Strategy (Re-start, Re-Cover and Re-New) has been revisited and a report was submitted to Cabinet in June 2021 to reassess recovery planning alongside the controls and capacity that need to remain in place through the transitional horizon. Further reporting will come forward in the next quarter on lessons learnt and recovery and renewal	19/10/2021 - Comments updated
LR21	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.	<p>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.</p>	4	4	16	<p>Grow your own – bringing in more junior staff and training them up.</p> <p>Utilisation of contracted and temporary staff where necessary.</p> <p>Increased supply chain base to increase the chances of success.</p> <p>Closer working with supply chain partners to influence an Oxfordshire first strategy.</p> <p>Communicating longer term programmes to gain market confidence.</p>	Partial	Cllr T. Bearder	Bill Cotton	Owen Jenkins	4	4	16	↔	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.	20/10/2021 - No changes

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Summary of Financial Position at September 2021

Introduction

1. This annex sets out the latest financial monitoring information for the 2021/22 financial year and is based on information to the end of September 2021. Key issues, risks and areas of emerging pressure are set out below.

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

Annex:

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

Overall Financial Position

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

Directorate	Latest Budget	Forecast Spend	Variance September 2021	Variance September 2021	Variance August 2021	Change
	£m	£m	£m	%	£m	£m
Children's Services	139.7	142.1	2.4	1.7	1.8	+0.6
Adult Services	198.9	198.9	0.0	0.0	0.0	
Public Health	0.2	0.2	0.0	0.0	0.0	
Environment & Place	61.2	62.5	1.3	1.8	1.1	+0.2
Customers, Organisational Development & Resources	33.4	33.1	-0.3	-0.8	-0.3	
Commercial Development, Assets and Investments	50.7	48.7	-2.0	-3.9	-1.2	-0.8
Total Directorate Budgets	484.1	485.5	1.4	0.3	1.4	0.0
Corporate Measures	-484.1	-484.1	0.0	0.0	0.0	
Total Forecast Position	0.0	1.4	1.4	0.3	1.4	0.0

Directorate Financial Positions

Children's Services

3. For 2021/22 the Children's Services budget is £139.7m.
4. As at the end of September a £2.4m variance to the budget is reported within Children's Services. This is all within Children's Social Care, but there are a number of risks which also need to be monitored during the year.

Service Area	2021/22 Latest Budget	Variance September 2021	Variance August 2021	Change
	£m	£m	£m	£m
Education & Learning	32.8	0.0	0.0	
Children's Social Care	35.9	1.1	1.1	
Children's Social Care Countywide	65.9	1.3	0.7	+0.6
Schools*	0.2	0.0	0.0	
Children's Services Central Costs	4.9	0.0	0.0	
Total Children's Services	139.7	2.4	1.8	+0.6

*Maintained Schools are funded by Dedicated Schools Grant

Education & Learning

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

COVID-19 Impact

8. Committed and agreed spend on COVID-19 to date is forecast to be £0.8m. There are a number of emerging pressures which may increase this forecast over the

coming months, and it may be necessary to keep resources in place for longer than currently planned. £0.4m of the agreed spend relates to an ongoing commitment to support early years sufficiency by supporting providers at risk of closure. £0.2m relates to meeting pressures within paediatric therapy services where waiting lists have increased as a result of COVID-19. The balance relates to attendance, elective home education, SEN casework and admissions pressures.

Social Care

9. Recruitment and retention of front-line children's social workers is an issue in the majority of local authorities and represents an increasing challenge in Oxfordshire. COVID-19 has amplified these pressures with workers dealing with higher levels of need and complexity of cases.
10. Based on the current use of agency social workers it is anticipated that there will be an overspend within the front-line social care teams of at least £1.1m in 2021/22. Work is ongoing to address the vacancies over the medium term, which may reduce the pressure in future years if successful, but there remains a significant risk this pressure could significantly increase further this year. Additional work is underway to look at solutions over the longer-term, but it is currently anticipated that a pressure will continue into 2022/23.
11. Consideration is also being given to the impact COVID-19 has had on this area of spend. The main effects relate to an increase in the hourly rate and an increase in use of agency social workers. The regional Memorandum of Cooperation which aims to control the cost of agency staff has been unable to continue to operate due to service demand regionally. This is creating increased competition for available experienced social workers, which in turn has led to increased hourly rates across the region. In addition, the high agency rates of experienced temporary staff appear to have had an impact on the ability of Oxfordshire to recruit and retain our own permanent experienced social workers, although recruitment of newly qualified social workers remains stable.
12. In addition to the impact on staffing an increased overspend of £1.3m on placement spend is now forecast within Corporate Parenting. This has mainly been caused by a greater than anticipated increase in unit cost, particularly within residential placements, and a significantly increased spend on placement staff to child ratios to manage complex needs and risks. It also reflects an increased reliance on specialist agency staff within placements. 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. In addition to this the staff to child ratio and subsequent ratio of agency to core staff fluctuates considerably in response to individual children's needs and risks. Changes in staff to child ratios are unpredictable, making it difficult to forecast accurately; an increase in staffing for one child can result in an unexpected and steep increase in costs.
13. Further work is underway to understand the proportion of spend which relates to a change in children's needs, and the proportion relating to a change in market prices. The cause is likely to be a mix of the COVID-19 pandemic restrictions

resulting in higher costs for placement providers, a national increase in demand for placements and significantly increased needs and risks of a small proportion of children requiring solo placements and increased staffing ratios.

14. The national increase in demand and complexity of need presents a challenge in identifying appropriate placements to meet children's needs in a timely way. On average there are over 50 children nationally waiting for a welfare secure bed every day. In September 2021 there were 21 eligible children in the South East waiting for a tier 4 mental health bed. In the absence of specialist secure and tier 4 beds children with the most complex needs and risks are being cared for in mainstream settings requiring increased and specialist staffing as outlined above.

COVID-19 Impact

15. The effect of COVID-19 on spend within Children's Social Care will continue to be monitored. There is likely to be a longer-term impact on children and families due to the social and economic impacts of the pandemic. This is seen both in terms of increased demand and one-off costs, and also complexity of cases that front-line teams are experiencing. This is reflected in authorities across the country.
16. The most significant increase in demand to date has been seen within social care contacts which have much higher over the last 12 months and are expected to continue during much of this financial year. Although there is evidence that Family Solutions Plus is having an impact on slowing down the rate of new child protection plans and entries to care, there is still significant pressure due to a decrease in case closures, delays in court timescales, and increased complexity. This is leading to social workers' caseloads averaging 40% higher than they should be. At this stage there is no certainty on how long or how significant this increased demand will be, but it may also lead to an increase in children the council cares for over the medium term, which would affect the forecast for placement spend.
17. At present the forecast spend on COVID-19 for Children's Social Care is £1.5m, however there are a number of emerging pressures and it may be necessary to retain additional resources and spend for a longer period than currently forecast. Significant pressures include £0.3m for additional resources in the Multi Agency Safeguarding Hub and £0.8m for additional resources in Family Solutions Plus teams to increase capacity.

Dedicated Schools Grant (DSG)

High Needs DSG

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

Early Years DSG

19. Early Years DSG has been reported as breakeven but due to the previously reported technical adjustment to reserves, the variance is now £0.7m.

Contain Outbreak Management Fund (COMF)

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

Adult Services

21. The service is currently forecasting a breakeven position against a budget of £198.9m. The directorate forecast outturn includes £0.6m of costs relating to COVID-19.

Service Area	2021/22 Latest Budget	Variance September 2021	Variance August 2021	Change
	£m	£m	£m	£m
Better Care Fund Pooled Budget	82.9	0.0	0.0	
Adults with Care and Supporting Needs Pooled Budget	97.6	0.0	0.0	
Non- Pool Services	13.0	0.0	0.0	
Commissioning	5.4	0.0	0.0	
Total Adult Services	198.9	0.0	0.0	0.0

Better Care Fund Pooled Budget

22. The pool combines health and social care expenditure on care homes, activity relating to hospital avoidance and prevention and early support activities for older people and adults with physical disabilities.
23. A break-even position is reported for the council elements but there are on-going risks and uncertainties around activity levels and the on-going impact of the Hospital Discharge Scheme and COVID-19 pandemic on assessed needs and demand for care.
24. To date there are no costs arising as a result of COVID-19 that require additional funding in 2021/22. The longer run impact of COVID-19 on the level of need in the local population remains unclear.
25. The initial budget contributions to the pooled budget in 2021/22 need to be agreed by the Joint Commissioning Executive (JCE) in November 2021. Because of the on-going impacts of COVID-19, the temporary financial regime that the Oxfordshire Clinical Commissioning Group (OCCG) are currently working under has been extended until the end of the financial year. The expectation is that each

partner will continue to manage their own variations against the agreed contributions for the whole of the financial year this is to be formally agreed by the JCE in November.

26. Subject to agreement by the JCE (but assumed within the agreed budget) the council's share of the Better Care Fund held within the pool is £26.337m. This has increased by 5.3% (£1.3m) in 2021/22. An update on the agreed use of the additional funding supporting Adult Social Care services will be provided in future reports but it is anticipated that some of this funding will be used to support the cost of joint teams supporting hospital discharges.
27. The new Live Well at Home contracts for the provision of home care and reablement, became live on 1 October 2021. A dedicated mobilisation team is continuing to provide support to ensure the smooth transition into these new contracts. This will require up to £0.3m of extra one - funding to backfill posts and cover other associated costs; the cost of this team is included within the current forecast position.
28. The Hospital Discharge Scheme continued to provide funding for up to 6 weeks for anyone who needs to be assessed on discharge from hospital or to avoid admission to hospital up until 30 June 2021. From 1 July 2021 to 30 September 2021 the scheme funded up to four weeks of care for people discharged from hospital. It has now been confirmed that this scheme will continue for the rest of the financial year. As at 30 September 2021 £0.5m of social care costs had been charged against the scheme relating to 2021/22.
29. The total number of care home placements is currently 8% lower than in February 2020, however activity began to increase over the first 6 months of the year and the forecast assumes the level of activity will continue to rise during the year, although the level of increase has slowed down during September with a net increase of 3 placements. This will continue to be monitored and reported on in subsequent months to assess the on-going impact of COVID-19 on levels of need. The average cost of a care home placement is currently £861 per week; if 20 new placements over and above the forecast level were made at the beginning of October 2021 those would cost an estimated £0.4m for the remainder of the year.

Adults with Care and Support Needs Pooled Budget

30. The pool supports a mix of health and social care needs for adults of working age with learning disabilities, acquired brain injury or mental health needs.
31. A breakeven position is currently being reported. There are currently no costs arising as a result of COVID-19 in 2021/22 that require additional funding.
32. The budget contributions to the pooled budget in 2021/22 will be agreed by the JCE in November 2021. The OCCG contribution to the pool is now proposed to be £18.3m a 3.9% increase on last year. The expectation is that the council will continue to manage the majority of any variation for the whole of the financial year. This is to be formally agreed by the JCE in November 2021.
33. There is a £0.2m forecast underspend for Learning Disabilities and High

Functioning Autism, this is has not changed from the previous month, this will continue to be monitored throughout the year.

34. 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 (OHFT) is included within the forecast, with the council responsible for all of the £0.2m pressure under the current risk share arrangements. This is a £0.2m reduction from the last report.

Non-Pool Services

35. A breakeven position is being reported for all non-pool services. £0.6m of expenditure relating to costs arising from the COVID-19 pandemic is included in the forecast. This relates to additional staffing costs to support review activity.

Commissioning

36. A breakeven position is being reported.

37. The new Health, Education & Social Care team has now been live since March 2021. The recruitment process for a number of posts is on-going so agency staff are providing interim cover to allow service delivery to be maintained. It is still anticipated that the additional cost of these agency staff will be offset by staff vacancies currently existing within the structure.

COVID-19 Ringfenced Grants

38. A fourth tranche of Infection Prevention and Control (£1.8m) and Rapid Testing grant funding (£1.3m) to support adult social care providers with infection control and costs associated with rapid testing was required to be used to support eligible spend from 1 July 2021 to 30 September 2021. The £3.1m funding was received by the council in July 2021; 70% of the grants needed to be passed to care homes and domiciliary care providers by mid - August in line with the grant conditions. The remaining 30% was available to be used to support infection control and associated rapid testing costs on a discretionary basis and needed to be passed to providers on a similar basis to the third tranche. As of 30 September 2021, £1.1m of the mandatory element of the Infection Prevention and control grant had been passed onto providers, £0.9m to care homes and £0.2m to domiciliary care providers. In addition £0.7m of the discretionary element of the grant had also been allocated to providers; £0.2m on care home top-up sustainability payments, £0.3m on additional domiciliary care, £0.1m on external day services and £0.1m additional support for people using direct payments. £0.9m of the mandatory element of the Rapid Test grant funding was passed to care homes and £0.4m of the discretionary element was distributed to care homes and domiciliary care providers in accordance with the guidance.

39. £4.1m received through the third tranche of Infection Prevention and Control and Rapid Testing grant has been used to support eligible spend from 1st April 2021 to 30th June 2021. As at 30 June 2021, £1.5m of the mandatory element of the Infection Prevention and Control grant had been passed on to providers, £1.2m to care homes and £0.3m to domiciliary care providers. The £0.9m discretionary element has been used to provide additional funding for domiciliary care and external daytime support providers, as well as people using direct payments and

residential providers on the Oxfordshire homelessness pathway. £0.06m of this grant was not utilised by the providers and has been repaid to the DHSC as stated in the guidance. £1.0m of the mandatory element of the Rapid Test grant funding was passed to care homes. The £0.7m discretionary element was distributed to care homes and domiciliary care providers in accordance with the guidance. £0.01m of this allocation was unspent by the providers at the end of the grant period and will be repaid to the DHSC.

40. A fifth tranche of the Infection Control Testing Fund has been announced by the DHSC. This will cover the period between October 2021 and March 2022 and the expectation is that this is used to enable providers to put in place key measures to prevent the transmission of COVID-19 within and between care settings, including restricting staff movement between settings, and ensuring that staff are paid full wages when required to self-isolate. Oxfordshire will receive £4.8m in total; £2.9m will be passed to adult social care providers to support infection prevention & control. £1.6m will be used to support costs associated with rapid testing and the remaining £0.3m to support care providers and social care staff with the costs associated with accessing COVID-19 and flu vaccinations.

Other Government Grants

41. The council will receive funding from the 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.

Reserves

42. Reflecting the position at the end of 2020/21, £10.7m is held in the Budget Prioritisation Reserve. £7.9m of this is available to be used to meet future cost pressures and risks within Adult Social Care (ASC) as well as transformation costs:
- £4.7m to provide financial stability in the care market anticipated to be required as an outcome of the pandemic.
 - £2.2m for anticipated pressures relating to mental health needs (£1.2m) and transformation costs (£1.0m). £0.5m of the transformation element of this reserve is expected to be used this year. The council have also been notified that 80% of the anticipated pressures, linked to mental health needs, will continue to be funded through the temporary NHS funding arrangements in the second half of the year resulting in the remaining 20% being funded from this reserve, £0.1m in 2021/22. The balance will be required to support anticipated pressures relating to mental health needs in 2022/23.
 - A commitment to contribute £1.0m towards ASC transformation costs in 2021/22.
43. The rest of the balance held relates to £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 OCCG over the last two financial years. £2.0m will be used to support service risk and on-going costs in the pools relating to hospital discharges and other system pressures within 2021/22. The remaining £0.5m will be used to support mental health commitments with the Oxford Health Foundation Trust in

2021/22.

Public Health

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

Service Area	2021/22 Latest Budget	Variance September 2021	Variance August 2021	Change
	£m	£m	£m	£m
Public Health Functions	31.2	-0.4	-0.4	
Public Health Recharges	0.6	0.0	0.0	
Grant Income	-31.6	0.0	0.0	
Transfer to Public Health Reserve		0.4	0.4	
Total Public Health	0.2	0.0	0.0	0.0

45. There are no anticipated increases in costs or loss of income arising from the COVID-19 pandemic for this financial year but there is a possibility of a continuation of one-off savings due to reductions in service provision in line with national directives. Team members will be called upon for expert advice & Information, but costs of backfill will be covered from the Test and Trace Service Support Grant.
46. There is a £0.2m underspend relating to staff vacancies. The sexual health service is reporting a £0.1m underspend. There is also a £0.1m underspend being reported within substance misuse.
47. Following a change in the responsibility for all council funded Domestic Violence budgets, this is now reported as part of Public Health.
48. A risk to the service is noted related to the recent National Health Service (NHS) pay award as sexual health and public services for 0–19-year-olds are delivered by NHS providers. In 2021/22 the value of the pay award is not reflected in the grant creating a possible risk estimated at £0.4m, an update will be provided in future months.

Government Grants

49. The Public Health grant is £31.7m in 2021/22. This includes £0.2m awarded to Oxfordshire to support the delivery of routine commissioning in relation to pre-exposure prophylaxis (PrEP) for HIV.
50. The council has received 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 has been undertaken, which will inform a draft strategy

on safe accommodation. This will direct how the funds are spent.

51. The Community Testing Programme grant (CTP) aims to accelerate a reduction in prevalence of COVID-19 by identifying asymptomatic cases through local testing. The county council has worked in collaboration with the district councils and testing in Oxfordshire began in early February 2021. The four Community Testing Sites closed at the end of June 2021 and a final grant claim for those arrangements was submitted to the Department of Health & Social Care (DHSC) in July 2021. The total cost of the four sites from April to June 2021 was £0.645m. Further to final invoiced costs being notified the council have overclaimed by £0.012m and are currently in communication with the DHSC as to how this will be paid back.
52. Since August 2021, home test kits have been available for collection from 38 libraries in Oxfordshire. In addition, there is an ongoing expression of interest process to identify community-based projects who can assist in handing out home test kits to disproportionately affected and underrepresented Groups. Grant funding is now capped based on the number of sites and hours of operation and additional costs incurred over and above existing budgeted activity need to be claimed from DHSC monthly. The submitted plan includes costs totaling £0.094m until the end of September 2021. Based on expected activity the anticipated costs are within the maximum capped grant funding for each month. A claim for £0.048m for costs associated with developing the new arrangements in July 2021 has been submitted to DHSC, with a further claim of £0.018m for costs incurred in August 2021. A claim for £0.011m will be made in relation to costs incurred during September.
53. The council has been awarded £0.2m from Public Health England in relation to Adult Weight Management to be spent in 2021/22. This 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.
54. The Drug Treatment, Crime and Harm Reduction Grant (£0.4m) will be used to enhance support for criminal justice clients including additional harm reduction interventions such as needle exchange and Naloxone, additional residential treatment capacity, dedicated workers for the Criminal Justice pathway, and a further community based “Refresh Café” recovery project.
55. In 2020/21 the council received £2.9m Test and Trace Service Support Grant to support the mitigation against and management of local outbreaks of COVID-19, including the four key pillars of:
 - Surveillance of data and intelligence to monitor COVID-19 activity
 - Communication to support the minimisation of COVID-19 outbreaks
 - Rapid testing in Oxfordshire
 - Measures to interrupt further transmission
56. £1.6m is available to support eligible spend in 2021/22. As at the end of September 2021, £1.5m had either been spent or committed to meeting on-going costs of support to the four pillars. Final audit sign off is required by 30 June 2022.

Environment & Place

57. The Directorate is made up of three individual service areas: Planning & Place, Community Operations and Growth & Economy and a directorate management area, which includes the redesign budget saving. Each area is responsible for a specific function to ensure an effective delivery of Council's corporate objectives through an effective and efficient use of council's resources.

58. An overspend position of £1.3m (2.0%) is forecast compared to a budget of £61.2m.

Service Area	2021/22 Latest Budget	Variance September 2021	Variance August 2021	Change
	£m	£m	£m	£m
Planning & Place	3.3	0.0	-0.2	+0.2
Community Operations	58.9	0.3	0.3	
Communities Management	-1.1	0.0	0.0	
Growth & Economy	0.1	1.0	1.0	
Total Environment & Place	61.2	1.3	1.1	+0.2

59. The pressure within Growth & Economy is primarily due to a change in the anticipated amount of the staffing budget that can be capitalised and the reliance on agency staff, in some cases, to bring in skills that are currently not available within existing teams but critical for the delivery of the programme. The pressure also reflects the additional resources required for the delivery of the major infrastructure programme.

60. Community Operations are forecasting a higher level of activity than budgeted in respect of defect repairs based on benchmarking trends with previous years and long-term weather predictions. This is anticipated to be managed within the service through reduction in spend on other community operations activity not yet committed.

Customers, Organisational Development & Resources

61. The Customers, Organisational Development & Resources (CODR) Directorate works with members to set the direction of the Council and supporting 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. The latest budget is £33.4m.

Service Area	2021/22 Latest Budget	Variance September 2021	Variance August 2021	Change
	£m	£m	£m	£m
Corporate Services	2.4	0.0	0.0	
Human Resources & Organisational Development	3.2	0.0	0.0	
Communications, Strategy & Insight	2.6	-0.3	-0.3	
ICT & Digital	10.7	0.0	0.0	
Culture & Customer Experience	8.6	-0.2	-0.2	
Finance	5.9	0.2	0.3	-0.1
Total Customers, Organisational Development & Resources	33.4	-0.3	-0.2	-0.1

62. Culture & Customer Experience are forecasting an underspend of £0.2m and Communications, Strategy & Insight an underspend of £0.3m. These reflect various combined underspends in each area.

63. Finance are reporting an estimated £0.2m overspend position for September. This is primarily attributable to increased demand on the services resulting in an increase of resource within the function. Due to the immediate requirement to meet the existing demand there is also a temporary reliance on more expensive temporary staff to deliver the work required.

Commercial Development, Assets & Investment

64. This directorate is made up of three main service areas, Legal Services (including Procurement), Property Investment & Facilities Management and Fire & Rescue and a directorate management area.

65. Commercial Development, Assets & Investment directorate are currently forecasting an underspend of £2m (3.9%) position when compared to the budget of £50.7m.

Service Area	2021/22 Latest Budget	Variance September 2021	Variance August 2021	Change
	£m	£m	£m	£m
Property & Facilities Management	18.4	-2.1	-1.3	-0.8
Law & Governance	7.0	0.1	0.1	
Fire & Rescue and Community Safety	25.0	0.0	0.0	
CDAI Management Costs	0.3	0.0	0.0	
Total Commercial Development, Assets & Investments	50.7	-2.0	-1.2	-0.8

66. The overall underspend position within the directorate mainly reflects the impact of an ongoing restructure in Property, Investment & Facilities Management services. The new structure is anticipated to be finalised by the end of the financial year and the service would be aligned towards a breakeven position. With restructure completed the directorate will focus on delivering a balanced budget by reviewing existing pressures and savings within the service. The change since last month mainly reflects the addition of a forecast underspend relating to repairs and maintenance activity for Joint Use Sports agreements. Work is continuing to assess the on-going impact so an update will be provided in the next report.
67. Legal services are currently forecasting a small overspend of £0.1m, although there has been no change in previously reported position. There is an underlying budget pressure due to increases use of external counsel (barrister) for children's social care court cases and the increased reliance upon locum provision due to recruiting difficulties.
68. Legal services are currently working to recruit to outstanding posts and reviewing external counsel spend on children's social care cases to assess how these pressures can be mitigated throughout the year.

Corporate Measures

General Balances

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

Reserves

70. As set out in Annex C-3 Earmarked Reserves are forecast to be £169.4m at 31 March 2022. The increase of £0.3m since the last report relates to a revised forecast for the use of Adult Social Care funding being held in the Budget Prioritisation Reserve. Details of the use of the Adult Social Care Funding is set out in paragraphs 42 and 43. The change also reflects the transfer of the Tax Income Guarantee Grant being transferred to the Business Rates Reserves as agreed by Cabinet on 19 October 2021.

Use of COVID-19 Reserve

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

Grants

72. As set out in Annex C-3 government grants totaling £416.1m will be received by the Council during 2021/22 and have increased by £0.1m since the last report. The changes this month reflects an additional £66,000 grant for the Role of the

Virtual Schools Head.

Medium Term Financial Strategy Savings

73. The 2021/22 budget includes planned directorate savings of £16.1m. £12.1m or 75% are expected to be delivered by year end.
74. £2.6m or 16.4% are rated amber. These mainly relate to the £2.0m savings in Adult Social Care reducing the demand pressures in the pools by 1%. By increasing the focus on maximising use of residential and nursing beds available through existing block contracts and minimising the length of any vacancies and looking for creative ways to meet needs at lower cost while also helping people to be as independent as possible spend was reduced by around 1% in the second half of 2020/21 with an on-going full year effect of £2.0m from 2021/22. The process to maintain the saving is on-going so the saving is currently shown as amber until there is more certainty about the position later in the year. However, the forecast spend across the pools is being managed within the funding available.
75. £1.3m or 8.3% are rated red. £1.2m relate to savings within Environment and Place and predominately relate to the delay in the realisation of the Community Redesign saving of £1.2m. In-year mitigations are being found to minimise the financial impact.
76. The budget pressures arising from the non-delivery of savings form part of the Directorate positions reported above.

Strategic Measures

77. 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 balance are higher than originally expected, the forecast outturn remains in line with budget.
78. 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.
79. The corporate contingency budget for 2021/22 is £5.6m. The government announced a national pay freeze as part of the Spending Review in the Autumn 2020, but this was pending negotiations with the individual pay awarding bodies. On 14 May 2021 an offer of 1.5% for the Green Book pay award was made by the National Employer's for Local Government. This offer has been rejected by the Unions. The National Employers have increased this offer to 1.75% which the unions are considering. A 1.75% increase would be a call of £2.8m on the contingency budget. A similar offer has been made in respect of Firefighters which has been accepted by the unions and was paid to staff in September 2021 at a cost of £0.3m. There has also been an increase in the inflation rates compared to expectations when the budget was set in February 2021. This has led to the cost of contract inflation increasing by £0.3m above budget. The total estimated calls on the corporate contingency budget are approximately £3.4m, which is within the

budget available.

Debt

Corporate Debtors

80. The 120-day invoice collection rate was above the 95% target for the second month at 96%, a slight drop from last month; however, the average year to date is now 0.2% under target. The value of invoices collected for the same period was 98.8%.

81. Debt requiring impairment increased this month from £0.36m to £0.37m and is now £0.07m above target. Ten debtors account for 55% of the total bad debt. The top case makes up 26% of bad debt and as previously reported the service is actively engaged in dispute resolution aiming for resolution by December 21. Four further cases within the top ten debtors are due to be resolved in the next period, this is forecast to reduce the debt requiring impairment.

Adult Social Care Debtors

82. The 120-day invoice collection rate remained below the 92% target at 88.6%. Following a review of a direct debit uptake rates by the service in the first quarter, collection of invoices by direct debit remained at 59% this period; a 0.5% increase in quarter 2. Further work is underway to introduce measures to increase the overall collection rate.

83. Debt requiring impairment increased this month to £3.65m, £0.96m above the current Adult contributions' impairment balance and £0.66m more than the same period last year. As reported last month, the service continues to work through a batch of financial assessments defaulted to a full cost charge that may be inflating bad debt levels. This work is being completed using existing resources leading to an increase in the number and value of open debt cases, in turn this continues to impact overall recovery rates. New procedures introduced in August this year continue, however the impact of the previous approach is forecast to impact figures through quarter 3.

84. Five complex cases referred to legal services, with a value of £0.3m, have been referred this period to outside counsel for opinion.

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

Directorate		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance underspend- overspend+	Projected Year End Variance	Projected Year End Traffic Light
		£000	£000	£000	£000	Red > 1.5% Amber >1.1% <1.5% Green on track
Children's Services		139,689	142,089	2,400	1.72%	R
Adults Services		198,921	198,921	0	0.00%	G
Public Health		151	151	0	0.00%	G
Environment and Place		61,200	62,500	1,300	2.12%	R
Customers, Organisational Development and Resources		33,451	33,154	-297	-0.89%	G
Commerical Development, Assets and Investments		50,746	48,760	-1,986	-3.91%	G
Directorate Total Net		484,158	485,575	1,417	0.29%	G

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

Directorate	Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance underspend- overspend+	Projected Year End Variance	Projected Year End Traffic Light Red > 1.5% Amber >1.1% <1.5% Green on track
	£000	£000	£000	£000	
Contributions to (+)/from (-)reserves	29,525	29,525	0		
Contribution to (+)/from(-) balances	0	-1,417	-1,417		
Public Health Saving Recharge	-425	-425	0		
Contingency	5,036	5,036	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	48,276	46,859	-1,417		
Unringfenced Government Grants	-38,664	-38,664	0		
Council Tax Surpluses	-6,273	-6,273	0		
Business Rates Top-Up	-62,454	-62,454	0		
Business Rates From District Councils	-17,089	-17,089	0		
Council Tax Requirement	407,954	407,954	0		

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
CEF1	<u>Education & Learning</u>					
CEF1-1	Management & Central Costs	1,321	1,321	0	0	0
CEF1-2	SEND	4,314	4,314	0	0	0
CEF1-3	Learning & School Improvement	1,182	1,182	0	0	0
CEF1-4	Access to Learning	25,611	25,611	0	0	0
CEF1-5	Learner Engagement Service	369	369	0	0	0
	Total Education & Learning	32,797	32,797	0	0	0
CEF2	<u>Children's Social Care</u>					
CEF2-1	Management & Central Costs	5,948	5,948	0	0	0
CEF2-2	Social Care	29,994	31,094	1,100	1,100	0
	Total Children's Social Care	35,942	37,042	1,100	1,100	0

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

	Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance	
	£000	£000	underspend- overspend+	£000	£000	
CEF3	<u>Children's Social Care Countywide Services</u>					
CEF3-1	Corporate Parenting	52,565	53,865	1,300	700	600
CEF3-2	Safeguarding	3,527	3,527	0	0	0
CEF3-3	Services for Disabled Children	8,974	8,974	0	0	0
CEF3-4	Youth Offending Service	804	804	0	0	0
	Total Children's Social Care Countywide Services	65,870	67,170	1,300	700	600
CEF4	<u>Schools</u>					
CEF4-1	Delegated Budgets	0	0	0	0	0
CEF4-2	Nursery Education Funding (EY)	0	0	0	0	0
CEF4-3	Non-Delegated School Costs	216	216	0	0	0
CEF4-4	School Support Non-Negotiable Recharges	0	0	0	0	0
CEF4-5	Capitalised Repairs & Maintenance	0	0	0	0	0
	Total Schools	216	216	0	0	0

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

	Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
	£000	£000	underspend- overspend+	£000	£000
CEF5 Children's Services Central Costs					
CEF5-1 Management & Administration	1,021	1,021	0	0	0
CEF5-2 Premature Retirement Compensation	3,243	3,243	0	0	0
CEF5-3 Commissioning Recharge	600	600	0	0	0
Total Children's Services Central Costs	4,864	4,864	0	0	0
Total Children's Services	139,689	142,089	2,400	1,800	600
MEMORANDUM: DEDICATED SCHOOLS GRANT - DSG Funded Expenditure (Gross)					
Schools DSG	123,115	123,115	0	0	0
High Needs DSG	65,082	77,682	12,600	12,600	0
Early Years DSG	39,277	39,977	700	700	0
Central DSG	4,616	4,616	0	0	0
Total DSG Funded Expenditure	232,090	245,390	13,300	13,300	0

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
				£000		
SCS1	<u>Adult Social Care</u>					
SCS1-1A	Better Care Fund Pool Contribution	82,903	82,903	0	0	0
SCS1-1B	Adults with Care and Support Needs Pool Contribution	97,570	97,570	0	0	0
SCS1-2 to 9	Other Adult Social Care Services					
SCS1-2	Adult Protection & Mental Capacity	3,666	3,666	0	0	0
SCS1-3	Provider & Support Services	3,419	3,419	0	0	0
SCS1-4	Domestic Violence & Abuse Support Service	459	459	0	0	0
SCS1-5	Housing Related Support	1,133	1,133	0	0	0
SCS1-6	Other Funding	-9,232	-9,232	0	0	0
SCS1-8	Adult Social Care Recharges	4	4	0	0	0
SCS1-9	Adult Social Care Staffing & Infrastructure	13,651	13,651	0	0	0
	Total Other ASC Services	13,100	13,100	0	0	0
	Total Adult Social Care	193,573	193,573	0	0	0
SCS2	Commissioning	5,348	5,348	0	0	0
	Total Adult Services	198,921	198,921	0	0	0

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

	Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
	£000	£000	underspend- overspend+	£000	£000
PH 1 & 2 Public Health Functions					
PH1-1 Sexual Health	6,440	6,340	-100	-100	0
PH1-2 NHS Health Check Programme	645	645	0	0	0
PH1-3 Health Protection	8	8	0	0	0
PH1-4 National Child Measurement Programme	154	154	0	0	0
PH1-5 Public Health Advice	150	150	0	0	0
PH1-6 0 - 5 year olds	8,848	8,848	0	0	0
PH2-1 Obesity	802	802	0	0	0
PH2-2 Physical Activity	90	90	0	0	0
PH2-3 Public Health General	2,161	1,961	-200	-200	0
PH2-4 Smoking and Tobacco Control	615	615	0	0	0
PH2-5 Children's 5-19 Public Health Programmes	2,302	2,302	0	0	0
PH2-6 Other Public Health Services	1,249	1,249	0	0	0
PH2-7 Drugs and Alcohol	7,733	7,633	-100	-100	0
Total Public Health Functions	31,197	30,797	-400	-400	0
PH3 Public Health Recharges	633	633	0	0	0
PH4 Grant Income	-31,679	-31,679	0	0	0
Transfer to Public Health Reserve	0	400	400	400	0
Total Public Health	151	151	0	0	0

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
PG2	Planning & Place	3,292	3,292	0	-200	200
PG3	Growth & Economy	93	1,093	1,000	1,000	0
COM1	Communities Management	-1,132	-1,132	0	0	0
COM2	Community Operations	58,947	59,247	300	300	0
TOTAL ENVIRONMENT AND PLACE		61,200	62,500	1,300	1,100	200

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
COD1	Corporate Services	2,413	2,413	0	0	0
COD2	Human Resources & Organisational Development	3,223	3,223	0	0	0
COD3	Communications, Strategy & Insight	2,588	2,271	-317	-280	-37
COD4	ICT & Digital	10,705	10,705	0	0	0
COD5	Culture & Customer Experience	8,616	8,386	-230	-230	0
COD6	Finance	5,906	6,156	250	250	0
Total Customers, Organisational Development & Resources		33,451	33,154	-297	-260	-37

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

		Net Budget (Latest Estimate)	Projected Full Year Spend	Projected Year End Variance	Variance Last Month	Change in Variance
		£000	£000	underspend- overspend+	£000	£000
CDAI1	Property & Community Facilities Management	18,420	16,336	-2,084	-1,295	-789
CDAI2	Law & Governance	6,993	7,091	98	98	0
EE4	Fire & Rescue and Community Safety	25,000	25,000	0	0	0
CDAI4	CDAI Management Costs	333	333	0	0	0
Total Commercial Development, Assets & Investment		50,746	48,760	-1,986	-1,197	-789

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

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
CEF1	Education & Learning			
	Gross Expenditure	100,922	-38	100,884
	Gross Income	-68,284	197	-68,087
		32,638	159	32,797
CEF2	Children's Social Care			
	Gross Expenditure	36,146	2,929	39,075
	Gross Income	-2,257	-876	-3,133
		33,889	2,053	35,942
CEF3	Children's Social Care Countywide Services			
	Gross Expenditure	72,287	-1,048	71,239
	Gross Income	-5,505	136	-5,369
		66,782	-912	65,870
CEF4	Schools			
	Gross Expenditure	194,016	2,930	196,946
	Gross Income	-193,800	-2,930	-196,730
		216	0	216
CEF5	Children's Services Central Costs			
	Gross Expenditure	5,953	-703	5,250
	Gross Income	-519	133	-386
		5,434	-570	4,864
	Expenditure Total	409,324	4,070	413,394
	Income Total	-270,365	-3,340	-273,705
	Total Children's Services Net Budget	138,959	730	139,689

MEMORANDUM: DEDICATED SCHOOLS GRANT - DSG Funded Expenditure (Gross)

	Schools DSG	123,115	0	123,115
	High Needs DSG	65,530	-448	65,082
	Early Years DSG	39,277	0	39,277
	Central DSG	4,616	0	4,616
	Total Gross	232,538	-448	232,090

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

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
SCS1	Adult Social Care			
SCS1-1A	Better Care Fund Pool Contribution			
	Gross Expenditure.	81,493	1,410	82,903
	Gross Income.	0	0	0
		81,493	1,410	82,903
SCS1-1B	Adults with Care and Support Needs Pool Contribution			
	Gross Expenditure.	97,694	-124	97,570
	Gross Income.	0	0	0
		97,694	-124	97,570
SCS1-2 to SCS1-9	Other Adult Social Care Services			
	Gross Expenditure	34,152	6,469	40,621
	Gross Income	-19,928	-7,593	-27,521
		14,224	-1,124	13,100
	Total Adult Social Care	193,411	162	193,573
SCS2	Commissioning			
	Gross Expenditure	5,888	224	6,112
	Gross Income	-1,540	776	-764
	Total Commissioning	4,348	1,000	5,348
	Expenditure Total	219,227	7,979	227,206
	Income Total	-21,468	-6,817	-28,285
	Total Adult Services Net Budget	197,759	1,162	198,921

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

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
PH 1 & 2	Public Health Functions			
	Gross Expenditure	30,921	1,100	32,021
	Gross Income	-228	-596	-824
		30,693	504	31,197
PH3	Public Health Recharges			
	Gross Expenditure	633	0	633
	Gross Income	0	0	0
		633	0	633
PH4	Grant Income			
	Gross Expenditure	144	997	1,141
	Gross Income	-31,240	-1,580	-32,820
		-31,096	-583	-31,679
	Expenditure Total	31,698	2,097	33,795
	Income Total	-31,468	-2,176	-33,644
	Total Public Health Net Budget	230	-79	151

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

		BUDGET 2021/22		
		Original Budget £000	Movement to Date £000	Latest Estimate £000
PG1	Planning & Growth Management			
	Gross Expenditure	0	0	0
	Gross Income	0	0	0
		0	0	0
PG2	Planning & Place			
	Gross Expenditure	10,098	-166	9,932
	Gross Income	-6,686	46	-6,640
		3,412	-120	3,292
PG3	Growth & Economy			
	Gross Expenditure	630	0	630
	Gross Income	-537	0	-537
		93	0	93
COM1	Communities Management			
	Gross Expenditure	-1,162	30	-1,132
	Gross Income	0	0	0
		-1,162	30	-1,132
COM2	Community Operations			
	Gross Expenditure	102,980	-262	102,718
	Gross Income	-44,282	511	-43,771
		58,698	249	58,947
	Expenditure Total	112,546	-398	112,148
	Income Total	-51,505	557	-50,948
	Total Environment and Place Net Budget	61,041	159	61,200

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

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
CODR1	Corporate Services			
	Gross Expenditure	2,953	52	3,005
	Gross Income	-593	1	-592
		2,360	53	2,413
CODR2	Human Resources & Organisational Development			
	Gross Expenditure	4,395	0	4,395
	Gross Income	-1,172	0	-1,172
		3,223	0	3,223
CODR3	Communications, Strategy & Insight			
	Gross Expenditure	3,859	-180	3,679
	Gross Income	-1,090	-1	-1,091
		2,769	-181	2,588
CODR4	ICT & Digital			
	Gross Expenditure	13,851	252	14,103
	Gross Income	-3,517	119	-3,398
		10,334	371	10,705
CODR5	Culture & Customer Experience			
	Gross Expenditure	16,496	10	16,506
	Gross Income	-7,885	-5	-7,890
		8,611	5	8,616
CODR6	Finance			
	Gross Expenditure	8,449	-387	8,062
	Gross Income	-2,491	335	-2,156
		5,958	-52	5,906
	Expenditure Total	50,003	-253	49,750
	Income Total	-16,748	449	-16,299
	Total Customers & Organisational Development and Resources Net Budget	33,255	196	33,451

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

		BUDGET 2021/22		
		Original Budget	Movement to Date	Latest Estimate
		£000	£000	£000
CDAI1	Property, Investment & Facilities Management			
	Gross Expenditure	26,556	-231	26,325
	Gross Income	-8,137	232	-7,905
	Total Property, Investment & Facilities Management	18,419	1	18,420
CDAI2	Law & Governance			
	Gross Expenditure	8,511	1	8,512
	Gross Income	-1,518	-1	-1,519
	Total Law & Governance	6,993	0	6,993
CDAI3	Community Safety			
	Gross Expenditure	27,598	600	28,198
	Gross Income	-2,852	-346	-3,198
	Total Community Safety	24,746	254	25,000
CDAI4	Management Costs			
	Gross Expenditure	130	203	333
	Gross Income	0	0	0
	Total Management Costs	130	203	333
	Expenditure Total	62,795	573	63,368
	Income Total	-12,507	-115	-12,622
	Total Commercial Development, Assets & Investment Net Budget	50,288	458	50,746

**Business Management Report
Position to the end of September 2021**

NEW VIREMENTS THAT HAVE BEEN ACTIONED FOR CABINET TO NOTE

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	Nov	Sep	Reverse Virement Numbers 2021001496, 2021001499	COD3	Communications, Strategy & Insight	T	-4	0
				PG2	Planning & Place	T	-13	0
				PH1 & 2	Public Health Functions	T	16	0
			Firefighters and Coroners 2021/22 Pay Awards	COD5	Culture & Customer Experience	P	3	0
				EE4-1	Fire & Rescue	P	255	0
				VSMMSGT	Strategic Measures	P	-258	0
			Domestic Abuse Funding into Public Health Cost Centre	PH4	Grant Income	P	-80	0
				SCS1-4	Domestic Violence & Abuse Support Service	P	80	0
Moving Income/saving target from NTH250 cost code to N10570.	COD4	ICT & Digital	P	0	120			
	PG2	Planning & Place	P	0	-120			
CS	Nov	Sep	Head of Virtual School Grant	CEF1-3	Learning & School Improvement	T	66	-66
				CEF1-2	SEND Service	P	27	-27
			Budget Tidy (High Needs DSG)	CEF1-5	Learner Engagement	P	92	-92
				CEF4-1	Delegated Budgets	P	-119	119
AS	Nov	Sep	Remove Budgets From SKT337	SCS1-9	Adult Social Care Staffing & Infrastructure	P	-53	53
CODR	Nov	Sep	After the restructure in the below staffs cost have come from R49000. John Courouble(JC), Isabella Image (II), Alexander Bird (AB) and James Carter (Jca)	COD3	Communications, Strategy & Insight	P	-192	0
				COD4	ICT & Digital	P	192	0
Grand Total							13	-13

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

	2021/22			Last reported forecast as at 31 March 2021 £m	Change in closing balance to last forecast £m	Commentary
	Balance at 1 April 2021 £m	Movement £m	Balance at 31 March 2022 £m			
Schools' Reserves	17.3	0.0	17.3	17.3	0	In accordance with the Education Reform Act 1988, the scheme of Local Management of Schools provides for the carry forward of individual schools surpluses and deficits. These reserves are committed to be spent on schools. Other School Reserves cover a number of miscellaneous education activities, including amounts loaned to individual schools against school reserves, and School Partnership Accounts which are operated in respect of inter-school activities, primarily relating
Vehicle and Equipment Reserve	2.1	-0.1	2.0	1.2	0.8	This reserve is to fund future replacements of vehicles and equipment.
Grants and Contributions Reserve	20.8	-1.7	19.1	19.4	-0.3	This reserve has been set up to hold unspent grants and contributions committed to be spent in future years. This includes the Public Health Grant
Government Initiatives	2.1	-0.7	1.4	1.8	-0.4	This reserve is used to hold underspends on budgets funded by unringfenced grants held that relate to specific agreed outcomes or the implementation of Government initiatives.
Trading Accounts	0.5	-0.1	0.4	0.2	0.2	This reserve holds funds relating to traded activities to help manage investment.
Council Elections	0.8	0.0	0.8	1.0	-0.2	This will be used to fund future elections. In years where no County Elections take place any underspend on the Council Elections budget will be transferred to this reserve.

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

	2021/22			Last reported forecast as at 31 March 2021 £m	Change in closing balance to last forecast £m	Commentary
	Balance at 1 April 2021 £m	Movement £m	Balance at 31 March 2022 £m			
Partnership Reserves	3.0	0.0	3.0	3.0	0.0	This relates to funding for the Growth Deal
On Street Car Parking	3.2	0.0	3.2	3.2	0.0	This surplus has arisen under the operation of the Road Traffic Regulation Act 1984 (section 55). The purposes for which these monies can be used are defined by statute.
Transformation Reserve	1.1	3.0	4.1	4.1	0.0	This reserve is needed to fund the implementation costs of the Council's Transformation programme.
Demographic Risk Reserve	6.0	3.0	9.0	9.0	0.0	In light of the significant pressures relating to High Needs DSG and other budgets with demographic volatility. This reserve will help to manage demographic risk.
Youth Provision Reserve	0.7	-0.7	0.0	0.0	0.0	£1.0m allocated over 2019/20 and 2020/21 to provide seed funding for locality based youth provision
Budget Prioritisation Reserve	14.6	-3.6	11.0	11.3	-0.3	This reserve is being used to support the implementation of the Council's priorities and the Medium Term Financial Strategy.
Insurance Reserve	12.5		12.5	12.5	0.0	This reserve covers the County Council for insurance claims that, based on the previous experience of the County Council, are likely to be received, as well as a number of insurance related issues.
Business Rates Reserve	1.0	2.0	3.0	2.5	0.5	This reserve is to smooth the volatility of Business Rates income.

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

	2021/22			Last reported forecast as at 31 March 2021 £m	Change in closing balance to last forecast £m	Commentary
	Balance at 1 April 2021 £m	Movement £m	Balance at 31 March 2022 £m			
Capital Reserves	47.4	1.1	48.5	48.5	0.0	This reserve has been established for the purpose of financing capital expenditure in future years.
Investment Pump Priming Reserve	2.0		2.0	2.0	0.0	
Council Tax Collection Fund Reserve	6.0		6.0	6.0	0.0	
Redundancy Reserve	1.7	1.0	2.7	2.7	0.0	
Covid-19 Reserve	14.2	9.2	23.4	23.4	0.0	
Total Reserves	157.0	12.4	169.4	169.1	0.3	

**Business Management Report
Government Grants 2021/22**

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

**Business Management Report
Government Grants 2021/22**

Ringfenced	Directorate	Issued by	Esimate 2021/22	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this time	Latest Allocation
			£000	£000	£000	£000
	Other Children's Services Grants					
R	School Improvement Monitoring & Brokering Grant	DfE		90	0	90
R	Youth Justice Board	YJB	548	0	0	548
R	Asylum (USAC and Post 18)	HO	1,844	0	0	1,844
R	Role of the Virtual School Head	DfE	0	0	66	66
R	Extended Personal Adviser Duty Grant	DfE	103	0	0	103
R	Staying Put Implementation Grant	DfE	271	0	0	271
R	Remand Framework	YJB	77	0	0	77
R	Reducing Parental Conflict Workforce Development Grant	DWP		28	0	28
R	Holiday Activities and Food Programme	DfE	0	636	0	636
	Subtotal Other Children's Services Grants		2,843	754	66	3,663
	TOTAL CHILDREN'S SERVICES		248,714	3,222	66	252,002
	Adult Services					
R	Improved Better Care Fund	DHSC	10,391	0	0	10,391
R	Infection Control Grant 3	DHSC		4,123	0	4,123
R	Infection Control Grant 4	DHSC		3,081	0	3,081
R	Community Discharge Fund	DHSC	0	0	0	0
	TOTAL ADULT SERVICES		10,391	7,204	0	17,595

**Business Management Report
Government Grants 2021/22**

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

**Business Management Report
Government Grants 2021/22**

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

**Business Management Report
Government Grants 2021/22**

Ringfenced	Directorate	Issued by	Esimate 2021/22	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this time	Latest Allocation
			£000	£000	£000	£000
U	Independent Living Fund	DfE	3,454			3,454
U	School Improvement and Brokering Grant	DfE	548	-90		458
U	Social Care Support Grant	MHCLG	12,031			12,031
U	COVID-19	MHCLG	11,896			11,896
U	New Social Care Grant	MHCLG	572			572
U	Local Council Tax Support Grant	MHCLG	4,925			4,925
U	Key Stage 2 Moderation and Key Stage 1 Phonics Grant	DfE		21		21
U	Wellbeing for Education Return Grant	DfE				0
R	Contain Outbreak Management Fund	DHSC		3,070		3,070
R	Support for Clinically Extremely Vulnerable	DHSC				0
R	Sales, Fees and Charges Compensation	MCLG				0
R	Practical Support for those Self-Isolating	DHSC		124		124
R	Covid Local Support Scheme (formerly Winter Support Grant)	MHCLG		1,608		1,608
U	Support for Care Leavers at Risk of Rough Sleeping Grant	DfE		95		95
U	Financial Transparency Grant	DfE		9		9
U	Tax Income Guarantee Scheme for Business Rate Losses	MHCLG		545		545
U	Section 31 Grant for Business Rate Compensation	MHCLG	21,908			21,908
U	Business Rates Top-Up	MHCLG	40,546			40,546
	Subtotal Strategic Measures		101,205	5,337	0	106,542

**Business Management Report
Government Grants 2021/22**

Ringfenced	Directorate	Issued by	Estimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000
R	Grants held on behalf of Local Enterprise Partnership					
R	Oxford Innovation Business Support		205			205
R	European Regional Development Fund		900			900
R	DCLG (Local Enterprise Partnership Funding)		500			500
	Subtotal Grants held on behalf of Local Enterprise Partnership		1,605	0	0	1,605
	TOTAL STRATEGIC MEASURES		102,810	5,337	0	108,147
	Total All Grants		397,287	18,669	66	416,022

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OCC & JOINT Climate Action Mobilisation Plan

Priority	Indicator	Measure	Council	Measure Owner	Status	Climate Action Milestones	Climate Action Updates	Climate Action Next Steps
CA1 Operating at net zero by 2030	CA1.2 Fleet	CA1.2.01 One Fleet management approach introduced	Joint	Rob MacDougall	★		Operating model is still in the process of being scoped and due to report soon.	Operating model scoping work due to report.
		CA1.2.02 Develop and implement a fleet replacement programme	OCC	Melissa Sage	●	Fleet audit completed - Aug Update fleet contracts on Artemis system - Aug Replacement strategy for 21/22 - Sept 18-month rolling strategy inc infrastructure - Mar	The fleet audit has been completed for OCC. The audit data needs to be validated by the Procurement Hub.	The next steps are to validate the fleet audit details, and then to explore the electric vehicle market to find replacements for the current fleet.
	CA1.3 Highway Assets	CA1.3.01 Streetlighting LED conversion programme on track (13,500 LEDs, 53%)	OCC	Paul Fermer	★	Streetlights converted to LED: 34.6% by June 38.1% by Sept 45.1% by Dec 55% by Mar	In September 2021 a further 546 LED lanterns were installed (as per the programme), raising the total number of assets now fitted with LED lanterns to 21,799. This means that 36.6% of the streetlights within the County are now fitted with efficient LED equipment. Currently focusing on high-speed traffic routes to maximise benefit.	
	CA1.4 Staff Travel	CA1.4.01 Mobilise low carbon staff travel programme	Joint	Karen Edwards	★	Salary sacrifice scheme - Q3 CDC grey fleet review - July	<p>Low carbon business travel</p> <ul style="list-style-type: none"> ● Karen Edwards presented the project at Climate Action Programme Board. ● Attended Adult and Children's Services DLT meetings to outline the project and discuss route forward for engaging teams. ● Mileage data shared with Adult Services and CODR's HR Business Partner for dissemination to relevant Heads of Service & Teams. <p>EV Salary Sacrifice:</p> <ul style="list-style-type: none"> ● IBC training completed for staff members administering the scheme. ● Discussions held with CDC payroll and finance regarding implementing the scheme at CDC. 	<p>Low carbon business travel</p> <ul style="list-style-type: none"> ● Due to attend CDAI DLT and Community Safety SLT on 21 October and CODR at their next meeting in November. Discussions to start with relevant Heads of Services/ Team Manager's within Children's Services, Adult Services and Environment & Place – relevant Pas/HR Business Partners to assist with arranging meetings. <p>EV Salary Sacrifice:</p> <ul style="list-style-type: none"> ● Overarching employee benefits contract to be signed imminently. Once signed, Tusker system set up and organisation of launch event. ● Continue discussions with CDC colleagues regarding feasibility of launching the scheme at CDC.

Priority	Indicator	Measure	Council	Measure Owner	Status	Climate Action Milestones	Climate Action Updates	Climate Action Next Steps
	CA1.5 Property	CA1.5.01 Introduce new design standards for new build and refurbishment	Joint	Vic Kurzeja	●	Stage 1 completed by end Feb 2021 Stage 2 to be completed in June 2021	work progressing	
		CA1.5.02 Develop invest-to-save decarbonisation and energy generation programme	OCC	Vic Kurzeja	●		see notes for 10-year programme	
		CA1.5.03 Deliver decarbonisation measures in corporate buildings (PSDS) at OCC	OCC	Vic Kurzeja	●	Delivered by September 2021	Detailed design complete. Awaiting Investment Grade Proposal from contractor. As soon as IGP is received, business case will be brought forward for approval. Site contracts near completion. Overall CO2 savings expected to be achieved.	Receive IGP proposals, check for accuracy and raise Business case for approval. Complete contracts and issue POs. Order long lead items asap. Raise planning notifications (permitted development) for sites with more than 50kWp. Conduct pre construction meetings with sites.
		CA1.5.06 Develop a 10-year estate rationalisation plan	OCC	Vic Kurzeja	●		Work to shape a workforce strategy reliant upon clarity of needs - workshop planned by PwC with CEDR to help move this forward. Recognition that works regarding the operational estate will have a longer period to resolve. Emerging thoughts have been developed to create a roadmap of activity to help inform future milestones and targets	
	CA1.6 Schools	CA1.6.01 Provide training, guidance & information to enable schools to understand & reduce energy	OCC	Rachel Wileman	●	Contract award in August Contract commencement in September	Tender specification, ITT Questions and Pricing List developed. Currently awaiting confirmation of budget availability before issuing Invitation to Tender.	Issue Invitation to Tender document
		CA1.6.02 Develop policy for zero-carbon new build schools	OCC	Vic Kurzeja	▲		Cabinet papers revised, comments received from 2 service areas, work to consolidate affected by competing pressures. Intent to send draft to directors for approval in mid-October	

Priority	Indicator	Measure	Council	Measure Owner	Status	Climate Action Milestones	Climate Action Updates	Climate Action Next Steps
	CA1.7 Supply chain	CA1.7.01 Introduce Social Value policy for new contracts	Joint	Melissa Sage	★	<p>Contract Signature and Portal Implementation Kick- off (completed) Social Value Policy - Development & Approvals (underway) TOMs Workshop(s); Policy Alignment Phase</p> <p>Portal Creation, Training and Trial Phase Social Value Policy - Launch & Communications Phase Portal Implementation and Delivery Phase</p>	<p>Twelfth and final draft of Social Value Policy has now been reviewed and signed off by management in both Procurement and Climate Action. Procurement's review and sign-off completed w.c. 19 July 2021; Climate Action's review and sign-off completed w.c. 26 July 2021. Business partner review of policy final draft has been completed. Law on 19 August 2021 and Finance on 26 August 2021. Review by Directorate Leadership Team (DLT) completed on 6 September 2021 and the comments arising have been addressed appropriately as of 29 September 2021. Still waiting on a confirmed date for Chief Executive Direct Reports (CEDR) review, to be provided soon by Service Manager – Executive Support. Following this, the project team will submit relevant materials and submission form to be placed on the relevant Forward Plan for Cabinet. Initial consultations with Communications completed on 25 August and 23 September 2021; further preparation work required prior to re-engagement ahead of internal and external communication campaign. Checklist of actions for internal communications provided by Senior Internal Communications Officer and Climate Action Policy Officer (re: Climate Café). Preparation works underway for CEDR review of policy (aiming for October now DLT review has been completed). Draft CEDR report already completed, reviewed and approved by management level in Procurement, as well as Law and Finance as part of BP Review.</p>	<p>Social Value Portal (SVP) to hold TOMs (Themes, Objectives, Measures) Workshop to help Council deliver the policy through the Portal. Relevant approvals for policy to be obtained (management and business partner approvals completed; DLT review completed; Director/Corporate Director, CEDR and Cabinet to follow in due course). Communications Team consultation is underway already and Corporate Training (in HR) to be consulted/engaged on rollout plan for policy. Establish working group for social value to guide policy. SVP to create Portal (based on Tom's workshop outcome) and deliver training in its use.</p>
CA2 Enabling a zero-carbon future for Cherwell and Oxfordshire	CA2.1 Industrial and commercial	CA2.1.02 Support local businesses to take climate action	OCC	Rachel Wileman	★	<p>Greentech network engagement – Q2 onward Detailed engagement strategy – following PAZCO review in Q3</p>	<p>Local businesses engaged in COP26 Zero Carbon Tour and featured in comms campaigns.</p>	<p>OCC to support Oxfordshire Greentech conference in November</p>
	CA2.2 Land use & natural carbon management	CA2.2.01 Publish Oxfordshire Tree planting mapping tool	Joint	Rachel Wileman	★	<p>Define template for online resource - End May 2021 Development and internal testing of online resource - End August 2021 Beta version of online tool available to public - End October 2021 Updates of online resource with NTM tree map data - End Dec 2021</p>	<p>Tree mapping being actively worked on by project exec' team and OCC GIS team. Various late-stage data issues cropping up and being worked through. Likely initial test release date is late October.</p>	

Priority	Indicator	Measure	Council	Measure Owner	Status	Climate Action Milestones	Climate Action Updates	Climate Action Next Steps
	CA2.3 Domestic	CA2.3.01 Support retrofit of 150 under Green Homes Grant	Joint	Rachel Wileman	●	<p>April -installs commence</p> <p>May - 20% completed; first installs evaluation</p> <p>June - 40% completed; mid-project progress eval</p> <p>July - 60% completed: Customer feedback 6-month review</p> <p>Aug - 80% completed</p> <p>Sept - 100% completed</p>	<p>As of 28th Sept, there were:</p> <p>24 completed installations</p> <p>10 currently installing</p> <p>20 agreed and awaiting installation</p> <p>15 quoted</p> <p>201 total enquiries through the system.</p>	Continued delivery of project installations c. 50 homes targeted to be retrofitted during October.
	CA2.4 Transport and connectivity	CA2.4.01 Local Transport & Connectivity Plan enables carbon commitments	OCC	Rachel Wileman	★	<p>Draft Plan and Countywide strategies/policies (for consultation) – October/November 2021</p> <p>Final Plan for approval – March/April 2022</p> <p>Area and Local Strategies finalised – end of 2022</p>	Paper with draft documents has been to all meeting up to Informal Cabinet.	Papers going to Cabinet in October in order to seek permission to go out to public consultation. 6-week public consultation due to start in Nov.
		CA2.4.02 Install 240 Park and Charge EV charging points in council owned car parks	Joint	Llewelyn Morgan	●	<p>Pilot Car Park leases – signed Nov'20</p> <p>All car park leases – Jan'21 to June'21</p> <p>Pilot Car Park Installation - Nov-Feb'21</p> <p>Car Park Installations – July'21 to Oct'21</p>	<p>Park and Charge project lead, Zeta have continued developing installation plans for the remaining 21 car parks planned for the project. This work which will be funded from the following sources:</p> <ul style="list-style-type: none"> A grant from the Office for Zero Emission Vehicles (OZEV) On-street Residential Chargepoint Scheme (ORCS) which will fund 75% of the costs. The grant acceptance has now been signed and the initial funds released to OCC. Zeta have issued a bond to fund the remaining 25% - this went live 29/09/21. In the interim they will offer a guarantor for work to commence. <p>Timing for the remaining project is now:</p> <p>OCC grant funding letter for ORCS – Complete</p> <p>Car park legal work complete (leases and CPO contract) – 18 October 2021</p> <p>Car park installation work start – beg. November 2021</p> <p>Car Park installation work finish – 28th February 2022</p> <p>Project completion – 31 March 2022</p>	<p>Complete the grant funding letter to enable OZEV ORCS grant funds to be provided to Zeta – 18 October 2021.</p> <p>Complete negotiations between all district councils in the project and Zeta and sign legal documents for: car park land leases, charge point operator concession contract – 18 October 2021.</p> <p>All of the above need to be completed to allow for installation work to commence start November 2021.</p>

Priority	Indicator	Measure	Council	Measure Owner	Status	Climate Action Milestones	Climate Action Updates	Climate Action Next Steps
		CA2.4.03 Deliver Zero Emissions Zone pilot in Oxford	OCC	Eric Owens	●	June 2021: back-office system lives for exemption and discount applications; August 2021: Pilot Scheme live on-street; Spring 2022: Pilot Scheme subsumed into wider full ZEZ.	Launch rescheduled to February 2022 due to delays in back-office system. System to allow businesses / residents to register will be available in December 2021 at least 6 weeks before launch of the scheme	
		CA2.4.04 Deliver Active Travel projects in Oxford, Bicester, and Witney (tranche 2)	OCC	Eric Owens	●	March May 2021	Following East Oxford CMD in July, a Targeted Consultation with affected residents and certain stakeholders. Consultation due to end 10th October. Scheme delivery dates haven't changed. Budget pressures remain and are being actively monitored.	Quickways Consultation. Completion 10th October. CMD, East Oxford, December 2021 Quickways CMD, January 2021 Scheme Delivery (both) Spring/Summer 2022.
		CA2.4.05 Deliver Cycling and Walking activation programme	Joint	Rosie Rowe	★	Complete 7 School Street trials by 22 July 2021 All Community Activation projects to be completed by 1 October 2021 Deliver Wayfinding support for four schools by 12 October 2022	<ul style="list-style-type: none"> Project 1: Community Cycling & Walking Activation – Activities ongoing: Witney - 56 people received training and/or bike for Windrush bike library. Cogges Farm Street Tag loyalty scheme received 59 users. Bicester - 20 people received cycling and maintenance training - 12 women trained as British Cycling Breeze ride instructors Oxford – 15 people received tuition and bike equipment - 5 female mechanics trained Project 2: School Streets – 4 schools restarted in September (St Ebbes, Windmill School Headington, St Nicholas School Abingdon and Larkrise in Oxford). Project 3: Street Tag – Street Tag comms planning complete for next season. Engaged with district partners for promotion support. Project 4: Comms Campaign (2) – FootSteps launched on 20 September Project 5: Wayfinding – Confirmed schools: Sandhill, St Josephs, Hanwell fields now live Project 6: Kidlington Health Routes – routes nearing completion 	<ul style="list-style-type: none"> Project 1: Community Cycling & Walking Activation – further project delivery underway. Project 2: School Streets – final report of the first phase of pilot schools due to be provided by Sustrans by the end of September. Currently recruiting a schools engagement officer to take this work forward. Three schools are looking at using signage (St Christophers, Tower Hill, and East Oxford). Project 3: Street Tag - promotion of season 1. Project 4: Comms Campaign (2) – StreetTag promotion support Project 5: Wayfinding – Complete last route - Tyndale Project 6: Kidlington Health Routes – all routes to launch in October half term
		CA2.4.06 Develop Banbury LCWIP	Joint	Rosie Rowe	●	Complete the Banbury LCWIP and have it approved by OCC Members	We have had an initial briefing with Cllrs with one more to go. Hopefully once that has happened, we will be ready for public consultation.	A further Cllr briefing at the end of October followed by a public consultation.

Priority	Indicator	Measure	Council	Measure Owner	Status	Climate Action Milestones	Climate Action Updates	Climate Action Next Steps
		CA2.4.07 OXIS review to prioritise low carbon outcomes	Joint	Rachel Wileman	★	Completion of stage 1 (end of June) Consultation and approval of stage 1 (Autumn – exact date dependent on Growth Board meeting) Completion of overall strategy (end of 2020/21 business year)	Analysis of comments received currently underway.	Updating the Stage 1 report following the public consultation. Reporting to Future Oxfordshire Partnership in January.

OCC & JOINT - Including Everyone

Objectives	Desired Outcome	Measure	Council	Action	Direct/Lead Officer	Status	Equalities Commentary
Inclusive Communities	We are working directly with local underrepresented community groups to tackle inequality, our Council is representative of the community it serves, and everyone understands our commitments to equality, diversity, and inclusion	EDI1.01 Engage with, and support, local community groups and organisations	Joint	We will take the time to listen, learn and build strong relationships with community groups. We recognise that we don't fully understand the barriers that underrepresented groups face in the local communities and we want to work together to fix this.	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Susannah Wintersgill 	●	A new consultation platform (Let's Talk Oxfordshire and Let's Talk Cherwell) is due to go live shortly and will offer a greater variety of online consultation methods. At OCC, the administration is due to consult on the new Strategic Plan and Priorities.
		EDI1.02 Promote inclusive behaviour with service users	Joint	We will clearly explain on our website, social media platforms and in our buildings how important equality, diversity and inclusion is to our staff and customers by setting out how you can expect to be treated by us and how we expect customers to respect us in return.	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Susannah Wintersgill Tim ■ Spiers 	●	We have held two scoping meetings for this action with Officers from the web teams, IT and Communications. Through these meetings we have identified that the council will be dealing with different types of customers and different demands. Rather than creating a single customer charter to try and capulate all of these different types of customer, we are now looking at understanding and demonstrating where we do promote inclusive behaviour, giving real life scenarios/ customer stories that we can publish to the customer through social media campaigns and website etc. These stories we have captured will clearly demonstrate the voice of the customer loop, where we have taken learnings from these scenario's and included it in our training or the way we deliver services to include more inclusivity. Where there are gaps identified; we will set up an improvement plan to prioritise this work and create new processes to better capture and utilise this information. This first phase will need to be a discovery piece of work, and we are currently in discussions around how we resource this.
		EDI1.03 Work directly with communities to identify inequality and tackle disadvantage	Joint	Both Councils recognise the disproportionate impact of COVID on certain marginalised communities. We will listen and work with local community groups to co-produce solutions aimed at tackling racism and discrimination in our society.	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Susannah Wintersgill 	●	No specific update provided for Q2; it is likely that this action will need to be re-profiled for the new action plan.
		EDI1.04 Work directly with communities to identify inequality and tackle disadvantage	Joint	We will analyse the ways in which the public engage with local democracy such as speaking at Council meetings or standing as Councillors and will actively encourage underrepresented groups to consider standing for elections and participate in public meeting debates including those who may digitally excluded.	<ul style="list-style-type: none"> ■ Anita Bradley ■ Steve Jordan 	★	We've given priority to ensuring access for members of the public to council meetings, including speaking, following the return to physical meetings: including COVID safe space within rooms; and virtual engagement where that suited the individual.
		EDI1.05 Work directly with communities to identify inequality and tackle disadvantage	Joint	Work with the Polish community in Banbury to identify inequalities and take action to improve inclusion	Nicola Riley	●	This action will need to be re-designed to fit with current workstreams

Objectives	Desired Outcome	Measure	Council	Action	Direct/Lead Officer	Status	Equalities Commentary
	Our suppliers and organisations working on our behalf understand that to work with us they need to share our commitment to equality, diversity, and inclusion. We are working constructively with partner organisations to make sure that we reduce inequality and discrimination in our local communities.	EDI1.06 Promote equality, diversity & inclusion through our supply chain & strategic partnerships	Joint	We will improve our commissioning and procurement procedures so that organisations working on our behalf or supplying us understand our equality, diversity, and inclusion principles and that we expect them to act in the same way. We will also improve the way we monitor our contracts to make sure that EDI is part of the way we monitor progress. In our standard documentation we will present the Council's revised EDI policy and the expectation that contractors will share our aspirations.	Melissa Sage	★	<p>Twelfth and final draft of Social Value Policy has now been reviewed and signed off by management in both Procurement and Climate Action. Procurement's review and sign-off completed w.c. 19 July 2021; Climate Action's review and sign-off completed w.c. 26 July 2021.</p> <p>Business partner review of policy final draft has been completed. Law on 19 August 2021 and Finance on 26 August 2021. Review by Directorate Leadership Team (DLT) completed on 6 September 2021 and the comments arising have been addressed appropriately as of 29 September 2021. Still waiting on a confirmed date for Chief Executive Direct Reports (CEDR) review, to be provided soon by Service Manager – Executive Support. Following this, the project team will submit relevant materials and submission form to be placed on the relevant Forward Plan for Cabinet.</p> <p>Initial consultations with Communications completed on 25 August and 23 September 2021; further preparation work required prior to re-engagement ahead of internal and external communication campaign. Checklist of actions for internal communications provided by Senior Internal Communications Officer and Climate Action Policy Officer (re: Climate Café).</p> <p>Preparation works underway for CEDR review of policy (aiming for October now DLT review has been completed). Draft CEDR report already completed, reviewed, and approved by management level in Procurement, as well as Law and Finance as part of BP Review.</p> <p><i>Next Steps:</i></p> <p>Social Value Portal (SVP) to hold TOMs (Themes, Objectives, Measures) Workshop to help Council deliver the policy through the Portal.</p> <p>Relevant approvals for policy to be obtained (management and business partner approvals completed; DLT review completed; Director/Corporate Director, CEDR and Cabinet to follow in due course).</p> <p>Communications Team consultation is underway already and Corporate Training (in HR) to be consulted/engaged on rollout plan for policy.</p> <p>Establish working group for social value to guide policy.</p> <p>SVP to create Portal (based on Tom's workshop outcome) and deliver training in its use.</p>
		EDI1.07 Promote and encourage inclusive behaviour for future generations	OCC	We will work with schools to promote and encourage inclusion and adopt inclusive practices.	<ul style="list-style-type: none"> ■ Hayley Good ■ Kevin Gordon 	★	<p>Equalities, Diversity, and Inclusion self-assessment audit tool has been created and promoted to all schools, available for their use on the website. A task and finish group focusing on the disproportionate exclusion from schools of Black and mixed heritage pupils has convened and agreed an action plan. The next workstream meeting is on 30th November. Oxfordshire County Council has achieved Gold Standard Stonewall Children and Young People Champions status.</p> <p>Free training is available to all schools in Oxfordshire on:-</p> <ul style="list-style-type: none"> ● An introduction to becoming a Restorative School. ● Becoming a Restorative School. ● Creating a Safe Space for Everyone (one for staff, one for pupils). ● Tackling unconscious bias. ● Creating an LGBTQI+ inclusive school.

Objectives	Desired Outcome	Measure	Council	Action	Direct/Lead Officer	Status	Equalities Commentary
		EDI1.08 Work with partner organisations to understand diverse needs & create inclusive communities	Joint	We will work collaboratively with our city/district and health colleagues to understand the barriers around the county in relation to housing/homelessness, employment, and deprivation and how it disproportionately affects particular groups	Ansaf Azhar	★	
		EDI1.09 Work with partner organisations to understand diverse needs and create inclusive communities	Joint	We know that the effects of climate change are more likely to negatively impact on people in living in areas of higher deprivation and we will address this through our Climate Action Framework	Rachel Wileman	★	We are engaging with a variety of community groups through our COP26 events.
Inclusive Service Delivery	We will have improved the way we present information about our services so that it is accessible to everyone, including those who do not have access to the internet. We have worked with our communities to make sure our buildings are welcoming and accessible to all now and in the future.	EDI2.01 Ensure information, website & digital services are accessible to all incl digitally excluded	Joint	We will proudly promote our equality, diversity, and inclusion principles on our websites with statements from our senior leaders and clearly set out the steps we are taking to create inclusive communities and services	Susannah Wintersgill	★	We have a page on our websites which includes our framework and statements from our leaders, and we will update this as progress continues with the programme.
		EDI2.02 Ensure information, website & digital services are accessible to all incl digitally excluded	Joint	We will ensure that customers know how to contact our services and we take an inclusive approach to designing the most suitable customer experience based on their feedback.	<ul style="list-style-type: none"> ■ Laura Winkworth ■ Mark Haynes 	★	<p>An accessibility review has been undertaken and the council's website complies with the government's new accessibility requirements.</p> <p>A new project called Digital Presence has been established and there is engagement planned with groups who currently use our website on addition to those who may be digitally excluded.</p>
		EDI2.03 Ensure information, website & digital services are accessible to all incl digitally excluded	Joint	We will introduce a clear and consistent policy regarding the translation of our information	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Susannah Wintersgill 	●	A new contract with our translation provider is currently being finalised. Once this has been completed, we will introduce guidance about how to access translation and interpretation services.
		EDI2.04 Ensure information, website & digital services are accessible to all incl digitally excluded	Joint	We will make sure during the current website review that our websites are as accessible as possible for everyone. We recognise that we have a new legal requirement to make them better for everyone who uses them.	Tim Spiers	★	A review of website accessibility in line with new legislation has been completed and we have met the new standards. A new project called Digital Presence has been established and there is engagement planned with groups who currently use our website on addition to those who may be digitally excluded, this is jointly owned by the Director of ICT, Customer Services and Communications, Strategy, and Insight.
		EDI2.05 Take action to make our buildings accessible to all residents and staff	Joint	As we look to re-open our buildings and develop a new Property Strategy, we will take this opportunity to create more accessible spaces for services to be delivered.	Steve Jorden	●	Corporate Facilities Management are reviewing options for collaborative space and will continue to engage with respective services to assess potential requirements. The development of how we use our office space will be closely linked to the development of our Agile Working Strategy.

Objectives	Desired Outcome	Measure	Council	Action	Direct/Lead Officer	Status	Equalities Commentary
	We gather the right data about people who use our services, and we do this consistently across the organisation. We work together with people who use our services so that we can improve them for everyone, particularly the most vulnerable.	EDI2.06 Better understand those using services & their needs by collecting information & feedback	Joint	We will improve the ways we collect information about our residents, including the forms we have on our website, customer satisfaction surveys, complaints, and equality monitoring information about our residents. We will do this by making our questions consistent across the Council and clearly explaining why we ask for this information. We will then be able to use this information to improve the services we provide to people.	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Mark Haynes 	●	This action is closely linked to action EDI 1.02. This action will need to be redesigned so that it can form part of the Voice of the Customer Project as further work will need to be undertaken to identify what processes services currently have in place to identify and understand customer feedback and how this information is utilised. Where there are gaps, we will need to put mechanisms in to capture this data.
		EDI2.07 Better understand those using services & their needs by collecting information & feedback	Joint	With our improved ways of collecting data, we will be able to use this information to improve the services we provide for residents. This will include understanding how we can safely share information with other organisations and partners and understand any trends or gaps in service provision for underrepresented groups.	<ul style="list-style-type: none"> ■ Laura Winkworth ■ Mark Haynes 	★	This target is closely linked to action EDI 2.02 where a new project is being developed to understand what our digital presence will need to be in the future which will include engagement with groups who currently use our website and those who are digitally excluded.
		EDI2.08 Engage residents, those using services, and community groups, when planning services	Joint	We will continue to improve the quality of our services by co-producing with our residents. We have an ambition for as many services as possible to be co-produced in the future.	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Stephen Chandler 	●	No specific update for Q2
		EDI2.10 Plan and deliver services that promote inclusion	Joint	The Council has a legal requirement to understand the impact that decisions will have on people with certain protected characteristics. To ensure that we take this approach from the start of the decision-making process, we will deliver a new holistic equalities impact assessment tool so that we can understand and mitigate against any negative impacts on the decisions we take	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Susannah Wintersgill 	★	The Equalities and Climate Impact Assessment (ECIA) has been adopted and embedded into decision making. A virtual training session with staff was held on 16 September to share information about how to complete the template and where to go to for help and advice.
Inclusive	We are seen in our Workforce community as an employer of choice in our local community. We have increased the diversity of our organisation by recruiting the most talented individuals who share our values and commitments to equality, diversity, and inclusion.	EDI3.01 Improve diversity of our organisation at all levels to be representative of our communities	Joint	We will closely monitor progress against our action plan and regularly communicate updates to staff and the public using a 'You Said, We Did' approach. We will review and add new actions at least once a year and we will make sure we involve staff networks and union representatives to constructively challenge the progress we think we have made.	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Susannah Wintersgill 	★	Monitoring of the Equalities, Diversity, and Inclusion (EDI) action plan has been implemented into the UNITY performance management system and will be reported as part of the Business Management and Monitoring report on a quarterly basis and will include a highlights summary. The development of the next action plan has commenced and is due to be completed in early 2022.
		EDI3.02 Improve diversity of our organisation at all levels to be representative of our communities	Joint	We create more opportunities for staff, particularly those in underrepresented groups in our management, to have shadowing and mentoring opportunities so that everyone can reach their full potential.	Karen Edwards	★	

Objectives	Desired Outcome	Measure	Council	Action	Direct/Lead Officer	Status	Equalities Commentary
		EDI3.03 Improve diversity of our organisation at all levels to be representative of our communities	Joint	We will introduce a mentoring for diversity scheme.	Karen Edwards	★	Following feedback from the mentors, the pilot has been extended to the end of October 2021. Feedback continues to be very positive. The final review meeting is being planned for November / December 2021. One to one conversations are taking place with the mentors around how they would like to be involved with the programme going forward. To date 50% of these conversations have taken place with all saying they would like to be involved with the next cohort of mentees. All mentors have reported that the programme has been beneficial both for the organisation and on an individual basis
		EDI3.04 Improve diversity of our organisation at all levels to be representative of our communities	OCC	We are currently working on project called 'Delivering the Future Together' and as part of that we will create new values for our organisation. Actions from this will include incorporating our new values into our recruitment methods and staff annual reviews.	Karen Edwards	★	Priority projects for the Delivering the Future Together programme have been identified. Scoping of projects due to take place by end October 2021
		EDI3.05 Celebrate and promote diversity in our workforce	Joint	We will celebrate and raise awareness of different inclusion occasions across the year, working with our staff networks to celebrate role models and learn from each other.	Susannah Wintersgill	★	
		EDI3.06 Celebrate and promote diversity in our workforce	Joint	We are proud of the awards we hold that recognise our commitments to equality and inclusion. For OCC: We will work to maintain our Armed Forces Gold Award, improve our position in the Stonewall Workplace Equality Index and work towards achieving level 3 in the Disability Confidence Scheme, moving up from level 2. For CDC: We will maintain our Armed Forces Silver Award and our current level in the Disability Confidence Scheme. For both: We will agree how we can get external verification of our progress around race equality.	<ul style="list-style-type: none"> ■ Karen Edwards ■ Lauren Rushen 	★	Maintaining award statuses remains on track. Armed Forces Covenant awards are assessed every five years. OCC is on track to complete its application to the Stonewall Workplace Equality Index (deadline 5 Oct) results will be known in early 2022.
		EDI3.07 Celebrate and promote diversity in our workforce	Joint	We will start to produce ethnicity pay gap reporting and work to understand and tackle the barriers to accessing career progression and more senior roles for those from diverse backgrounds, including those from a Black, Asian, or Minority Ethnic background or those with a disability.	Karen Edwards	★	the ethnicity pay gap report will be produced annually alongside the gender pay gap report

Objectives	Desired Outcome	Measure	Council	Action	Direct/Lead Officer	Status	Equalities Commentary
		EDI3.08 Provide a supportive environment so all staff can reach their potential	Joint	OCC adapted action: We will deliver the actions in the Equality in Employment 2020 report. CDC and OCC: which includes providing clear and consistent communication to staff about why we collect equalities information and how we will appropriately use this data to improve our services so that they have confidence to disclose information. Our aim will be to increase the numbers of staff who provide this information so we can respond to it.	Karen Edwards	★	
		EDI3.09 Provide a supportive environment so all staff can reach their potential	Joint	Develop a clear set of expectations for staff and managers that recognises the importance of staff networks, mentors, and champions. This will include recognising the time commitments that come with these roles and that staff taking on these additional responsibilities should be supported by their line managers to do so	Karen Edwards	●	A draft paper has been produced to include proposals around protected time for network chairs and committee members plus a proposal for network support. Network chairs have commented on the draft paper. Next steps to discuss with Claire Taylor and then take to ELT for support
		EDI3.10 Provide a supportive environment so all staff can reach their potential	Joint	We will ask an independent organisation to assess our Equality Diversity Inclusion approach, we will set out actions resulting from the assessment in our plans and report on them.	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Susannah ■ Wintersgill 	●	A scope to review our Equality, Diversity, and Inclusion (EDI) approach to training and development has been agreed and tendering for the work is currently being undertaken
	Staff at all levels of the organisation have received training about equality, diversity and inclusion and the impact of unconscious bias. We have embedded equality, diversity and inclusion into our organisational values, policy development and staff clearly understand and are delivering work that promotes inclusive services.	EDI3.13 Identify and tackle discrimination in all its forms	Joint	We will provide clear and consistent communication to staff about our approach to tackle bullying and harassment through our Dignity at Work policy. This will include how staff can report any instances and how these will be investigated	Karen Edwards	★	
		EDI3.14 Provide managers with skills to support employees with diff needs & plan inclusive services	Joint	We know that some staff do not currently feel comfortable to have conversations about equality inclusion issues or completing impact assessments so we will write guidance, create tools, and deliver training to help address this and make it part of our everyday working life	<ul style="list-style-type: none"> ■ Lauren Rushen ■ Susannah ■ Wintersgill 	★	
		EDI3.15 Train our staff to identify and avoid unconscious bias and deliver inclusive services	Joint	We will deliver unconscious bias training to CEDR, ELT and Councillors in the first instance and then deliver the messages from this training across the Councils	Karen Edwards	●	The external EDI training specialist commissioned to undertake the review did not have the capacity to undertake the work in the timescales required. An alternative provider has been selected with a completion date agreed end October 2021

Division(s): N/A

CABINET – 16 November 2021

TREASURY MANAGEMENT MID-TERM REVIEW 2021/22

Report by the Director of Finance

RECOMMENDATION

1. **Cabinet is RECOMMENDED to**
 - a) endorse the report, and
 - b) recommend Council to endorse the Council's Mid-Term Treasury Management Review 2021/22.

Executive Summary

2. This report covers the treasury management activity for the first six months of 2021/22 in compliance with the CIPFA Code of Practice.
3. During the first six months of the year there were no maturities of external debt. The external debt balance remained at £335.38m on 30 September 2021.
4. The average daily balance of temporary surplus cash invested in-house in the six months to 30 September was £472.76m, compared to a budgeted figure of £428.00m. The Council achieved an average in-house return for that period of 0.48%, below the budgeted rate of 0.58% set in the strategy. This has produced gross interest receivable of £1.13m for the six months to 30 September 2021 compared to budget of £0.97m. Whilst the rate achieved is below the budgeted rate, the budget has been exceeded in cash terms due to higher than forecast balances.
5. During the first six months of the year the Council maintained its holding in external funds. Gross distributions from pooled funds have totalled £1.63m in the first six months of the year, exceeding the budgeted figure of £1.38m by £0.25m. Forecast returns for the year are £3.81m, in line with the budget of £3.81m.
6. Link Treasury Services were appointed as the Council's Treasury Management advisors on 1 May 2021 for 3 years after a competitive tendering exercise.

Introduction

7. The Chartered Institute of Public Finance and Accountancy's (CIPFA's) Code of Practice on Treasury Management 2017 recommends that members are informed of Treasury Management activities at least twice a year. This report ensures this authority is embracing Best Practice in accordance with CIPFA's recommendations.

8. The following annexes are attached

Annex 1	Lending List Changes
Annex 2	Debt Financing 2021/22
Annex 3	PWLB Debt Maturing
Annex 4	Prudential Indicator Monitoring
Annex 5	Link Treasury Services Quarter 2 Benchmarking
Annex 6	Specified & Non-Specified Investments 2021/22

Strategy 2021/22

9. The approved Treasury Management Strategy for 2021/22 was based on an average base rate forecast of 0.10%.
10. The Strategy for borrowing provided an option to fund new or replacement borrowing up to £100m through internal borrowing.
11. The Strategy included the continued use of pooled fund vehicles with variable net asset value.

External Context – Provided by Link Treasury Services

12. **Economic backdrop:** The Monetary Policy Committee (MPC) indicated in August 2021 that tightening of monetary policy was not on the horizon, weighted against not wanted to stifle economic recovery by too early an increase in Bank Rate.
13. In August, the MPC indicated that they are prepared to look through a temporary spike in inflation caused by events a year ago e.g., the cut in VAT in August 2020 for the hospitality industry, and by temporary shortages which would eventually work their way out of the system.
14. In September 2021 the MPC indicated there had been a marked increase in concern that more recent increases in prices, particularly the increases in gas and electricity prices in October 2021 and due again in April 2022, are, indeed, likely to lead to faster and higher inflation expectations and underlying wage growth, which would in turn increase the risk that price pressures would prove more persistent next year than previously expected. To emphasise its concern about inflationary pressures, the MPC reaffirmed its commitment to the 2% inflation target. . The MPC also suggested that it was now willing to look through the flagging economic recovery during the summer to prioritise bringing inflation down next year.
15. Financial markets are now pricing in a first increase in Bank Rate from 0.10% to 0.25% in February 2022, but this looks ambitious as the MPC has stated that it wants to see what happens to the economy, and particularly to employment, once furlough ends at the end of September 2021. At the MPC's meeting in February 2022, it will only have available the employment figures for November 2021; to get a clearer picture of employment trends, it would need to wait until the May 2022 meeting when it would have data up until February 2022 . At its May 2022 meeting, it will also have a clearer understanding of the likely peak of inflation.

16. The MPC's forward guidance on its intended monetary policy on raising Bank Rate versus selling (quantitative easing) holdings of bonds is as follows: -
 1. Placing the focus on raising Bank Rate as "the active instrument in most circumstances".
 2. Raising Bank Rate to 0.50% before starting on reducing its holdings.
 3. Once Bank Rate is at 0.50% it would stop reinvesting maturing gilts.
 4. Once Bank Rate had risen to at least 1%, it would start selling its holdings.
17. **COVID-19 vaccines.** The roll out of the COVID-19 vaccinations boosted confidence that life in the UK could largely return to normal during the summer after a third wave of the virus threatened to overwhelm hospitals in spring 2021. With the household saving rate having been exceptionally high since the first lockdown in March 2020, there is plenty of pent-up demand and purchasing power stored up for services in hard hit sectors like restaurants, travel and hotels. However, it remains unclear whether mutations of the virus could develop which render current vaccines ineffective, and how quickly vaccines can be modified to deal with them along with implementation of enhanced testing programmes to contain their spread.
18. **EU.** The slow roll out of vaccines initially delayed economic recovery in early 2021 but the vaccination rate has picked up sharply since then. After a contraction in GDP of -0.3% in Q1, Q2 came in with strong growth of 2%, which is likely to continue into Q3, though some countries more dependent on tourism may struggle. Recent sharp increases in gas and electricity prices have increased overall inflationary pressures but the ECB is likely to see these as being only transitory after an initial burst through to around 4%, so is unlikely to be raising rates for a considerable time.
19. **German general election.** Following the September general election, the composition of Germany's next coalition government may not be agreed by the end of 2021. A Social Democratic Party led coalition would probably pursue a slightly less restrictive fiscal policy, but any change of direction from a Christian Democratic Union/Christian Social Union led coalition government is likely to be small. However, with Angela Merkel standing down as Chancellor as soon as a coalition is formed, this is likely to impact significantly on overall EU leadership.
20. **World growth.** World growth was in recession in 2020 but recovered during 2021 until starting to lose momentum more recently. Inflation has been rising due to increases in gas and electricity prices, shipping costs and supply shortages, although these should subside during 2022. It is likely that we are heading into a period where there will be a reversal of world globalisation and a decoupling of western countries from dependence on China to supply products, and vice versa. This is likely to reduce world growth rates from those in prior decades.

21. **Interest Rate Forecasts** Link Group, provided the following forecasts on 29th September 2021 (PWLB rates are certainty rates, gilt yields plus 80bps):

Link Group Interest Rate View		29.9.21								
	Dec-21	Mar-22	Jun-22	Sep-22	Dec-22	Mar-23	Jun-23	Sep-23	Dec-23	Mar-24
BANK RATE	0.10	0.10	0.25	0.25	0.25	0.25	0.50	0.50	0.50	0.75
3 month ave earnings	0.10	0.10	0.20	0.20	0.30	0.40	0.50	0.50	0.60	0.70
6 month ave earnings	0.20	0.20	0.30	0.30	0.40	0.50	0.60	0.60	0.70	0.80
12 month ave earnings	0.30	0.40	0.50	0.50	0.50	0.60	0.70	0.80	0.90	1.00
5 yr PWLB	1.40	1.40	1.50	1.50	1.60	1.60	1.60	1.70	1.70	1.70
10 yr PWLB	1.80	1.80	1.90	1.90	2.00	2.00	2.00	2.10	2.10	2.10
25 yr PWLB	2.20	2.20	2.30	2.30	2.40	2.40	2.40	2.50	2.50	2.60
50 yr PWLB	2.00	2.00	2.10	2.20	2.20	2.20	2.20	2.30	2.30	2.40

Treasury Management Activity

Debt Financing

22. The Council's cumulative total external remained at from £335.38m from 1 April 2021 to 30 September 2021. No new debt financing has been arranged during the year. The total forecast external debt as at 31 March 2022 is £313.38m. The forecast debt financing position for 31 March 2022 is shown in Annex 2.
23. At 30 September 2021, the authority had 53 PWLB¹ loans totalling £285.38m, nine LOBO² loans totalling £45m and one long-term fixed Money Market loan totalling £5m³. The combined weighted average interest rate for external debt as at 30 September 2021 was 4.46%.

Maturing Debt

24. No debt matured during the first half of the year. The Council is forecast to repay £22m of PWLB debt by 31st March 2022. The details are set out in Annex 3.

Debt Restructuring

25. The premium charge for early repayment of PWLB debt remained relatively expensive for the loans in the Authority's portfolio and therefore unattractive for debt restructuring activity. No PWLB debt restructuring activity was undertaken during the first half of the year. Opportunities to restructure debt remain under regular review.

LOBOs

26. At the beginning of the financial year the Council held £45m of LOBO (Lender's Option Borrower's Option) loans where the lender has the option to propose an increase in the interest rate at set dates, following which the Authority has the

¹ PWLB (Public Works Loans Board) is a Government agency operating within the United Kingdom Debt Management Office and is responsible for lending money to Local Authorities.

² LOBO (Lender's Option/Borrower's Option) Loans are long-term loans which include a re-pricing option for the bank at predetermined intervals.

³ In June 2016, the Councils LOBO with Barclays PLC was converted to a fixed rate loan at its current interest rate of 3.95% to mature on the 29th May 2065 with Barclays waiving their right to change the interest rate on the loan in the future.

option to either accept the new rate or to repay the loan at no additional cost. £20m of these LOBOs had options during 2021/22, to the 30 September 2021 none had been exercised by the lender. The Council acknowledges there is an element of refinancing risk associated with LOBOs although in the current interest rate environment lenders are unlikely to exercise their options.

Investment Strategy

27. The Council holds deposits and invested funds representing income received in advance of expenditure plus balances and reserves. The guidance on Local Government Investments in England gives priority to security and liquidity and the Council's aim is to achieve a yield commensurate with these principles. The Council continued to adopt a cautious approach to lending to financial institutions and continuously monitored credit quality information relating to counterparties.
28. During the first half of the financial year term fixed deposits have been placed with other Local Authorities as per the approved lending list, whilst Money Market Funds have been utilised for short-term liquidity. Inter Local Authority lending remains an attractive market to deposit funds with from a security view point.
29. The Treasury Management Strategy Statement and Annual Investment Strategy for 2021/22 included the use of external fund managers and pooled funds to diversify the investment portfolio through the use of different investment instruments, investment in different markets, and exposure to a range of counterparties. It is expected that these funds should outperform the Council's in-house investment performance over a rolling three-year period. The strategy permitted up to 50% of the total portfolio to be invested with external fund managers and pooled funds (excluding Money Market Funds). The performance of the pooled funds will continue to be monitored by the Treasury Management Strategy Team (TMST) throughout the year against respective benchmarks and the in-house portfolio.
30. The UK Bank Rate has remained at 0.10% for the six months to 30 September 2021. Link Treasury Services forecast base rate to stay at 0.10% for the remainder of the financial year, rising to 0.25% for the duration for 2022/23 and rising to 0.75% by the end of 2023/24.
31. The long term lending limit for 2021/22 is £215m. During the first six months of the year the average available cash headroom within that limit was £35m. The TMST explored investment options available for this cash, including the option of investing £25m in Strategic Funds, shorted dated "Cash Plus" funds, as well as longer term deposits with other Local Authorities. However, it was deemed inappropriate to increase exposure to strategic investments above the current levels, due to uncertainty about cash balances for the 10 year time horizon required. In addition to this analysis of shorter dated cash plus funds indicated that the returns were not currently favourable.
32. Because of this it was decided to review these funds in 6 months and to maintain headroom in the longer term lending limit to invest in these if it is in the best interest of the Council.

The Council's Lending List

33. The Council's in-house cash balances were deposited with institutions that meet the Council's approved credit rating criteria. The approved Lending List is updated to reflect changes in counterparty credit quality with changes reported to Cabinet on a bi-monthly basis. Changes to the lending list in the first six months of 2021/22 are set out in Annex 1.
34. In the six months to 30 September 2021 there were no instances of breaches in policy in relation to the Council's Lending List. Any breaches in policy will be reported to Cabinet as part of the monthly Business Management & Monitoring report.

Investment Performance

35. Security of capital has remained the Authority's main investment objective. This has been maintained by following the Authority's counterparty policy as set out in its Treasury Management Strategy Statement and Annual Investment Strategy for 2021/22 and by purposefully reducing exposure to "bail in" banks and favouring deposits with other Local Authorities. As at 30 September 2021, the Council had £350.0m deposited with 34 other Local Authorities with an average deposit total of £10.29m per authority.
36. The average daily balance of temporary surplus cash invested in-house in the six months to 30 September was £472.76m, compared to a budgeted figure of £428.00m. The Council achieved an average in-house return for that period of 0.48%, below the budgeted rate of 0.58% set in the strategy. This has produced gross interest receivable of £1.13m for the six months to 30 September 2021 compared to budget of £0.97m. Whilst the rate achieved is below the budgeted rate, the budget has been exceeded in cash terms due to higher than forecast balances.
37. Temporary surplus cash includes; developer contributions; council reserves and balances; trust fund balances; and various other funds to which the Council pays interest at each financial year end, based on the average three month London Interbank Bid (LIBID) rate.

External Fund Managers and Pooled Funds

38. During the first six months of 2021/22 the Council maintained its holding in external funds. The value of the funds was £103.19m as at 30 September 2021 compared to £100.70m at 31 March 2021. The original purchase cost of the portfolio in March 2019 was £101.0m. Weighted by original purchase value, pooled fund investments produced an annualised income return of 3.26% for the period. These investments are held with a long-term view and performance is assessed accordingly.
39. Gross distributions from pooled funds have totalled £1.63m in the first six months of the year, exceeding the budgeted figure of £1.38m by £0.25m.

Prudential Indicators for Treasury Management

40. The Authority confirms compliance with its Prudential Indicators for 2021/22, which were set as part of the Authority's Treasury Management Strategy Statement. The position as at 30 September 2021 for the Prudential Indicators is shown in Annex 4.
41. CIPFA has issued a consultation on the Treasury Management and Prudential Codes, the outcomes of which will be published in December 2021. The council will adopt the new codes in the 2022/23 Capital and Investment Strategies. The new codes are likely to include a new "Liability Benchmark" for debt financing, and more robust guidance relating to commercial investments.

External Performance Indicators and Statistics

42. Link Treasury Services were appointed as the Council's Treasury Management advisors on 1 May 2021 for 3 years after a competitive tendering exercise.
43. Link Treasury Services benchmark the Council's investment performance against its other clients on a quarterly basis. The results of the quarter 2 benchmarking to 31 July 2021 are shown in Annex 5.
44. The benchmarking results show that the Council was achieving higher than average interest on inhouse investments, with a lower than average credit risk, when compared with other County Councils. This has been achieved by placing deposits over a longer than average duration with institutions that are of higher than average credit quality.
45. Oxfordshire had a higher than average allocation to fixed and local authority deposits when compared with other local authorities in the benchmarking exercise. Oxfordshire also had a notably lower than average exposure to money market funds and banks

Training

46. Individuals within the Treasury Management Team continue to keep up to date with the latest developments and attend external workshops and conferences where relevant

Financial and Legal Implications

47. Interest payable and receivable in relation to Treasury Management activities are included within the overall Strategic Measures budget. In house interest receivable for 2021/22 is currently forecast to be in line with the budgeted figure of £1.94m. Of the forecast £1.94m interest receivable, £1.13m had been realised as at the 30 September 2021.
48. Dividends payable from external funds in 2021/22 are forecast as £3.81m, which is in line with budget.
49. Interest payable is currently forecast to be in line with the budgeted figure of £15.08m.

50. There are no direct legal implications arising from this report save for the need for ongoing collaborative working between the S.151 Officer and the Monitoring Office. CIPFA guidance promotes the need for consultative working and collaboration between these respective roles to promote good organisational governance.

LORNA BAXTER
Director of Finance

Contact officer: Tim Chapple – Treasury Manager
Contact number: 07917 262935
November 2021

Lending List Changes from 1 April 2020 to 30 September 2021

None

Pension Fund Lending list changes

None

OXFORDSHIRE COUNTY COUNCIL DEBT FINANCING 2021/22

<u>Debt Profile</u>		£m
1. PWLB	85%	285.38
2. Other Long Term Loans	15%	<u>50.00</u>
3. Sub-total External Debt		335.38
4. Internal Balances		<u>-7.24</u>
5. Actual Debt at 31 March 2021	100%	328.14
6. Prudential Borrowing		81.09
7. Borrowing in Advance		0.00
8. Minimum Revenue Provision		<u>-8.53</u>
9. Forecast Debt at 31 March 2022		400.70
<u>Maturing Debt</u>		
10. PWLB loans maturing during the year		22.00
11. PWLB loans repaid prematurely in the course of debt restructuring		<u>0.00</u>
12. Total Maturing Debt		-22.00
<u>New External Borrowing</u>		
13. PWLB Normal		0.00
14. PWLB loans raised in the course of debt restructuring		0.00
15. Money Market LOBO loans		<u>0.00</u>
16. Total New External Borrowing		0.00
<u>Debt Profile Year End</u>		
17. PWLB	66%	263.38
18. Money Market loans (incl £45m LOBOs)	12%	<u>50.00</u>
19. Forecast Sub-total External Debt		313.38
20. Forecast Internal Balances	<u>20%</u>	<u>87.32</u>
21. Forecast Debt at 31 March 2021	100%	400.70

Line

- 1 – 5 This is a breakdown of the Council's debt at the beginning of the financial year (1 April 2020). The PWLB is a government agency operating within the Debt Management Office. LOBO (Lender's Option/ Borrower's Option) loans are long-term loans, with a maturity of up to 60 years, which includes a re-pricing option for the bank at predetermined time intervals. Internal balances include provisions, reserves, revenue balances, capital receipts unapplied, and excess of creditors over debtors.
- 6 'Prudential Borrowing' reflects Prudential Borrowing taken by the authority whereby the associated borrowing costs are met by savings in the revenue budget.
- 7 'Borrowing in Advance' is the amount the Council borrowed in advance to fund future capital finance costs.
- 8 The amount of debt to be repaid from revenue. The sum to be repaid annually is laid down in the Local Government and Housing Act 1989, which stipulates that the repayments must equate to at least 4% of the debt outstanding at 1 April each year.
- 9 The Council's forecast total debt by the end of the financial year, after taking into account new borrowing, debt repayment and movement in funding by internal balances.
- 10 The Council's normal maturing PWLB debt.
- 11 PWLB debt repaid early during the year.
- 12 Total debt repayable during the year.
- 13 The normal PWLB borrowing undertaken by the Council during 2021/22.
- 14 New PWLB loans to replace debt repaid early.
- 15 The Money Market borrowing undertaken by the Council during 2021/22
- 16 The total external borrowing undertaken.
- 18-22 The Council's forecast debt profile at the end of the year.

Long-Term Debt Maturing 2021/22**Public Works Loan Board: Loans maturing during 2021/22**

Date	Amount £m	Rate %
31/12/2021	2.000	4.70%
31/12/2021	10.000	4.65%
31/01/2021	10.000	4.85%
Total	22.000	

Prudential Indicators Monitoring at 30 September 2022

The Local Government Act 2003 requires the Authority to have regard to CIPFA's Prudential Code for Capital Finance in Local Authorities (the Prudential Code) when determining how much money it can afford to borrow. To demonstrate that the Authority has fulfilled the requirements of the Prudential Code the following indicators must be set and monitored each year.

Authorised and Operational Limit for External Debt

Actual debt levels are monitored against the Operational Boundary and Authorised Limit for External Debt below. The Operational Boundary is based on the Authority's estimate of most likely, i.e. prudent, but not worst case scenario for external debt. The council confirms that the Operational Boundary has not been breached during 2021/22.

The Authorised Limit is the affordable borrowing limit determined in compliance with the Local Government Act 2003. It is the maximum debt that the Authority can legally owe. The authorised limit provides headroom over and above the operational boundary for unusual cash movements. The Authority confirms that the Authorised limit was not breached in the first half of 2021/22.

Authorised limit for External Debt	£445,000,000
Operational Limit for External Debt	£420,000,000
Capital Financing Requirement for year	£419,707,000

	Actual	Forecast
	30/09/2021	31/03/2022
Borrowing	£335,382,618	£313,382,618
Other Long-Term Liabilities	£ 17,000,000	£ 17,000,000
Total	£352,382,619	£330,382,618

Interest Rate Exposures

These indicators are set to control the Authority's exposure to interest rate risk. The upper limits on fixed and variable rate interest exposures. Fixed rate investments are borrowings are those where the rate of interest is fixed for the whole financial year. Instruments that mature during the financial year are classed as variable rate.

Fixed Interest Rate Exposure

Fixed Interest Net Borrowing limit	£350,000,000
Actual at 30 September 2021	-£102,117,382

Variable Interest Rate Exposure

Variable Interest Net Borrowing limit	£0
Actual at 30 September 2021	-£23,761,997

Principal Sums Invested over 365 days

Total sums invested for more than 364 days limit	£215,000,000
Actual sums invested for more than 364 days	£ 96,500,000

Maturity Structure of Borrowing

This indicator is set to control the Authority's exposure to refinancing risk. The upper and lower limits on the maturity structure of fixed rate borrowing and the actual structure at 30 September 2021, are shown below. Time periods start on the first day of each financial year. The maturity date of borrowing is the earliest date on which the lender can demand repayment.

	Limit %	Actual %
Under 12 months	0 - 20	6.56
12 – 24 months	0 - 25	11.03
24 months – 5 years	0 - 35	8.05
5 years to 10 years	5 - 40	26.95
10 years +	40 - 95	47.41

Summary

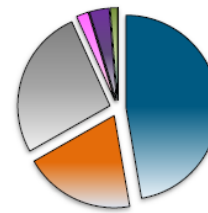
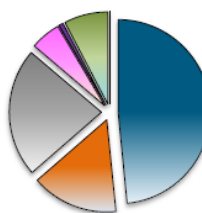
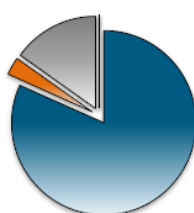
Oxfordshire County Council

Summary Sheet

Oxfordshire County Council	Benchmarking Group3 (10) Basic Portfolio Characteristics	English Counties (18)
WARoR	0.45%	0.18%
WAM	231	90
WATT	401	165
WA Credit Risk	1.13	2.52
Model WARoR	0.44%	0.20%
Difference	0.01%	-0.02%
Model Band	0.40% - 0.49%	0.16% - 0.25%
Performance	Inline	Inline

Asset Breakdown

■ Fixed Deposits
 ■ Calls & O/N
 ■ MMFs
 ■ USDBFs
 ■ Struct. Prods.
 ■ Bonds
 ■ CDs



This shows that, at 30 June 2021, Oxfordshire achieved higher than average return for lower than average credit risk.

Investment Instruments – Peer Comparison

Oxfordshire County Council

Peer Comparison

Oxfordshire County Council	Benchmarking Group3 (10) Basic Characteristics	English Counties (18)	Population Average (212)
Principal	£477,154,600	£271,409,423	£99,798,516
WARoR	0.45%	0.18%	0.17%
WAM	231	90	69
WATT	401	165	127
WA Credit Risk	1.13	2.52	2.97
Portfolio Breakdown			
Fixed Deposits	81.69%	47.33%	39.25%
Calls & O/N	3.13%	19.45%	31.86%
MMFs	15.17%	26.42%	25.27%
USDBFs	0.00%	2.11%	1.13%
Struct. Prods.	0.00%	0.00%	0.12%
Bonds	0.00%	3.44%	0.77%
CDs	0.00%	7.70%	1.59%
Institution Breakdown			
Banks	3.13%	37.66%	46.15%
Building Socs.	0.00%	7.07%	4.80%
Government	81.69%	29.75%	21.94%
MMFs	15.17%	26.42%	25.32%
USDBFs	0.00%	5.32%	1.13%
MLDBs	0.00%	0.00%	0.02%
Other	0.00%	1.84%	0.64%
Domestic/Foreign Exposure			
Domestic	84.83%	65.46%	70.00%
Foreign	0.00%	2.47%	3.52%
MMFs	15.17%	26.42%	25.35%
USDBFs	0.00%	5.32%	1.13%
Maturity Structure			
< 1 Month	32.77%	48.43%	58.67%
1-3 Months	6.29%	17.22%	13.82%
3-6 Months	11.53%	21.74%	16.61%
6-9 Months	12.99%	4.13%	5.12%
9-12 Months	18.65%	9.02%	3.79%
12 Months +	17.77%	5.18%	2.00%

This shows that, at 30 June 2021, Oxfordshire achieved higher than average return for lower than average. This was achieved by pursuing a higher than average weighted average maturity and having a higher allocation to government deposits (rather than banks or money market funds) compared to peers.

Specified and Non Specified Investments 2021/22

Specified Investments

Investment Instrument	Minimum Credit Criteria	Use
Debt Management Agency Deposit Facility	N/A	In-house and Fund Managers
Term Deposits – UK Government	N/A	In-house
Term Deposits – other Local Authorities	N/A	In-house
Term Deposits – Banks and Building Societies	Short-term F1, Long-term BBB+, Minimum Sovereign Rating AA+	In-house and Fund Managers
Certificates of Deposit issued by Banks and Building Societies	A1 or P1	In-house on a buy and hold basis and Fund Managers
Money Market Funds	AAA	In-house and Fund Managers
Other Money Market Funds and Collective Investment Schemes ⁴	Minimum equivalent credit rating of A+. These funds do not have short-term or support ratings.	In-house and Fund Managers
UK Government Gilts	N/A	In-house on a buy and hold basis and Fund Managers
Treasury Bills	N/A	In-house and Fund Managers
Reverse Repurchase Agreements - maturity under 1 year from arrangement and counterparty is of high credit quality (not collateral)	Long Term Counterparty Rating A-	In-house and Fund Managers
Covered Bonds – maturity under 1 year from arrangement	Minimum issue rating of A-	In-house and Fund Managers

⁴ I.e., credit rated funds which meet the definition of a collective investment scheme as defined in SI 2004 No 534 and SI 2007 No 573.

Non-Specified Investments

Investment Instrument	Minimum Credit Criteria	Use	Max % of total Investments	Max Maturity Period
Term Deposits – other Local Authorities (maturities in excess of 1 year)	N/A	In-house	50%	3 years
Term Deposits – Banks and Building Societies (maturities in excess of 1 year)	Short-term F1+, Long-term AA-	In-house and Fund Managers	50% in-house; 100% External Funds	3 years
Structured Products (e.g. Callable deposits, range accruals, snowballs, escalators etc.)	Short-term F1+, Long-term AA-	In-house and Fund Managers	50% in-house; 100% External Funds	3 years
UK Government Gilts with maturities in excess of 1 year	N/A	In-house and Fund Managers	50% in-house; 100% External Funds	5 years in-house, 10 years fund managers
Bonds issued by Multilateral Development Banks	AAA	In-house and Fund Managers	50% in-house; 100% External Fund	25 years
Bonds issued by a financial institution which is guaranteed by the UK Government	AA	In-house and Fund Managers	50% in-house; 100% External Fund	5 years in-house
Collective Investment Schemes ⁵ but which are not credit rated	N/A	In-house and Fund Managers	50% In-house; 100% External Funds	Pooled Funds do not have a defined maturity date
Sovereign Bond Issues	AAA	In-house on a buy and hold	50% in-house;	5 year in-house, 30

⁵ Pooled funds which meet the definition of a collective investment scheme as defined in SI 2004 No 534 and SI 2007 No 573.

		basis. Fund Managers	100% External Funds	years fund managers
Reverse Repurchase Agreements - maturity in excess of 1 year, or/and counterparty not of high credit quality.	Minimum long term rating of A-	In-house and Fund Managers	50% in-house; 100% External Funds	3 years
Covered Bonds	AAA	In-house and Fund Managers	50% in-house; 100% External Funds	20 years
Registered Providers	As agreed by TMST in consultation with the Leader and the Cabinet Member for Finance	In-house	50% In-house	5 years

The maximum limits for in-house investments apply at the time of arrangement.

Divisions Affected - All

CABINET

16 NOVEMBER 2021

CLIMATE ACTION PROGRAMME UPDATE AND GREENHOUSE GAS REPORT 2020/2021

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet is **RECOMMENDED** to approve the Greenhouse Gas Emissions report for 2020/2021 for publication on the County Council website, set out in Appendix 1.

Executive Summary

2. The Greenhouse Gas Emissions 2020/2021 report is an annual report on the council's operational greenhouse gas emissions and progress towards the target of net zero by 2030. This report covers the financial year 2020-2021 and the period of greatest operational COVID impact.
3. Emissions within the scope of our operational target to be net zero by 2030 have reduced substantially (by 17% compared to the previous year).
4. As service delivery resumes following the COVID pandemic it is important not to lose the gains made in emissions reduction. For example, new targets will be set to maintain the reduction in business mileage.
5. Services included in the scope of our operational net zero target (Corporate Buildings, Fleet, Staff Travel and Streetlighting) have been asked to identify emissions reduction pathways to achieve net zero by 2030 and to allow the council to set interim annual carbon reduction targets. The proposed targets will be reported at the next six-monthly Cabinet update.
6. In July the 'Pathways to Zero Carbon Oxfordshire' (PAZCO) report was published. This report covers Oxfordshire's scope 1 and 2¹ carbon emissions

¹ Carbon emissions are categorized as Scope 1,2 and 3 in Greenhouse Gas Protocol.

	Scope 1 Definition - Direct emissions	Scope 2 Definition - Indirect emissions from purchased power
At a geographical scale e.g. Oxfordshire	All Oxfordshire surface transport, land emissions and capture, heating and cooling in all buildings	All Oxfordshire power for buildings and industry.
At an organisational scale e.g. The County Council	All fuels that are purchased and burnt e.g. Petrol, diesel, gas, LPG	All power for buildings, pumps, lighting

Scope 3 emissions are indirect emissions in an organization, or areas, value chain. For the council's operations, these include

including transport, buildings and heat, power and land and sets out a pathway to reach net zero in Oxfordshire.

Oxfordshire County Council's Operational Greenhouse Gas Report 2020/21

7. The council has two targets for carbon reduction: reducing emissions from our operational estate to be net zero carbon by 2030 and contribute to reducing emissions county wide to net zero by 2050, in line with global reductions called for by the Intergovernmental Panel on Climate Change.
8. The Council's operational Greenhouse Gas report for 2020/2021 is included at Appendix 1. Headline figures for 2020/2021 are set out below:
 - a. Reported carbon emissions (which include those from maintained schools, the councils outsourced data centre and Skanska fleet fuel) dropped 12% to 16,865 t CO₂e, which represents a 75.2% decline since the baseline year of 2010-2011.
 - b. Emissions within the scope of our carbon neutrality target footprint, decreased 17% to 10,774 tCO₂e, a 59% decline since 2010-2011. Figure 1 overleaf identifies the scope of emissions included within our carbon neutrality target of net zero by 2030.
 - c. Figure 2 overleaf shows the emissions reduction trend between 2010/2011 and 2020/2021.
 - d. Electricity grid decarbonisation (more renewables becoming part of the overall national electricity mix) accounts for close to a third of the corporate emissions reduction this year. The remaining reduction was driven by streetlight LED conversion and changes in working patterns due to COVID, particularly a reduction in staff business travel (which fell by 68%).
 - e. Electricity usage in corporate buildings dropped by around 16%. Gas usage did not change owing in part to the need for additional air handling in our buildings to circulate fresh air.

supply chain emissions. For the County, Scope 3 emissions are from goods and services consumed in Oxfordshire but produced elsewhere. Scope 3 emissions are other places' and organisations' Scope 1 and 2 emissions and hence more challenging to measure and influence.

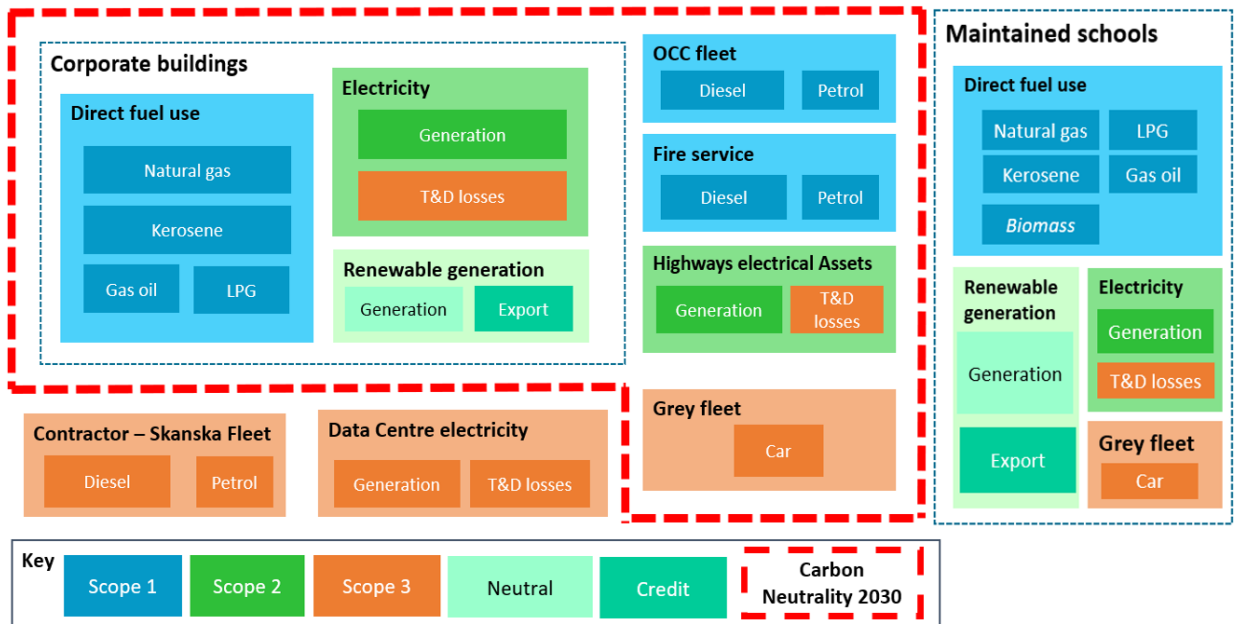


Figure 1 – Scope of Greenhouse Gas Report highlighting the emissions included in OCC’s carbon neutrality target (red line)

OCC Carbon Neutrality target emissions Since 2010/11

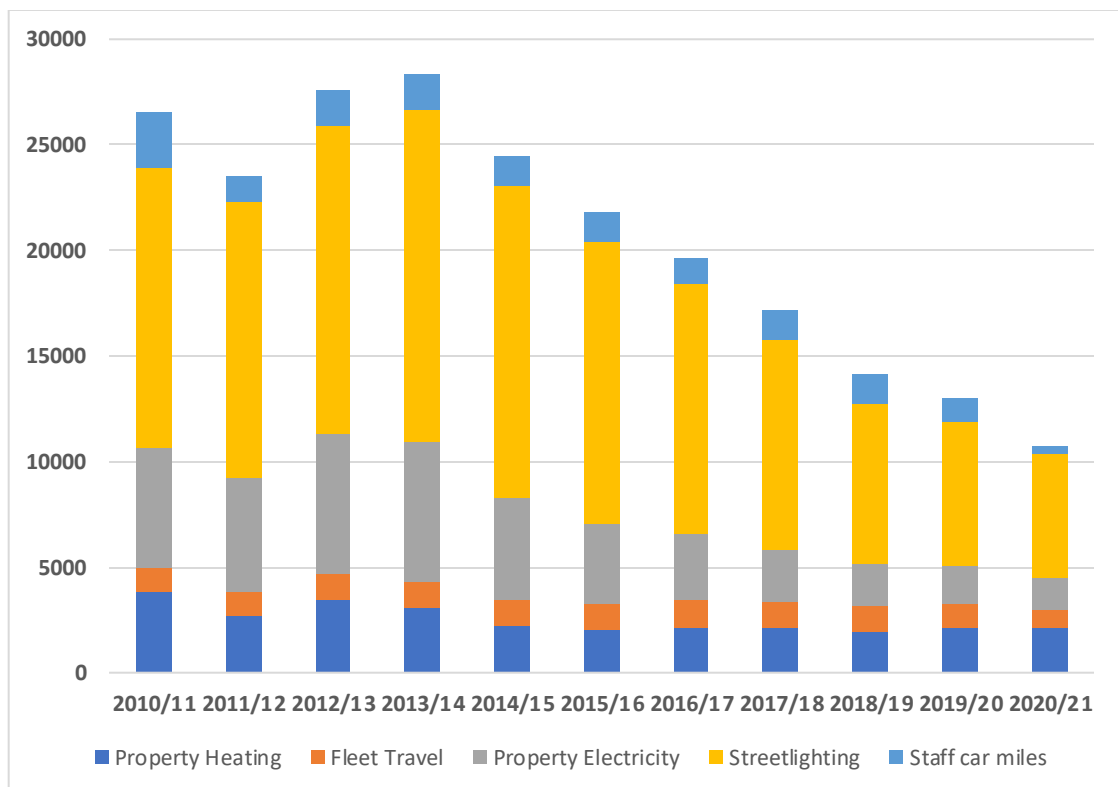


Figure 2 - OCC's carbon neutrality target emissions since 2010-2011

Climate Action Programme update

Programme delivery

9. An overview of programme delivery against the 21 priority actions for 2021/2022 covering both our operational and countywide footprints is set out in Appendix 2.
10. Delays have been reported against some workstreams linked to supply chain issues, service restructuring and additional community engagement measures, for instance on active travel. Issues and delays are being actively managed by project managers.
11. Key projects include the streetlight LED conversion and Public Sector Decarbonisation Scheme (PSDS)-funded energy efficiency measures. These are expected to deliver c. 800t CO₂e reduction once completed and c. 3,300 CO₂e by 2024/2025.

Next steps

12. Champion a countywide delivery plan for Oxfordshire's transition to zero carbon, based on the Pathways to Zero Carbon Oxfordshire report, through the Environment Advisory Group of the Future Oxfordshire Partnership.
13. Propose a range of workstreams to meet the Fair Deal Alliance ambition on climate and environment through both service planning and corporate budget planning processes.
14. Continue training of County Council staff and members to integrate climate action into day-to-day activities and decision-making by rolling out both the 'Carbon Literacy' peer-to-peer training for key teams and the new online Climate Action Training module.
15. Upgrade the Climate Impact Assessments to include criteria on adaptation and biodiversity.

Corporate Policies and Priorities

16. The Climate Action Programme supports the council's commitments to tackle the climate emergency, as expressed in the Corporate Plan and the Climate Action Framework.

Financial Implications

17. The budgetary implications of future programme developments will be put forward through the Service and Resource Planning process.
18. A review of costs relating to staff mileage is being undertaken and any savings achievable will be included as part of the Budget & Business Planning process for inclusion in the budget for 2022/2023 which will be set by Council in February 2022.

Comments checked by: Lorna Baxter, Director of Finance

Legal Implications

19. There are no legal implications.

Comments checked by: Christian Smith, on behalf of Anita Bradley, Director of Law and Governance

Staff Implications

20. Staff involvement in current programme delivery is funded by agreed resource allocation and grant funding. Staff requirements of future programme developments will be put forward through the service and resource planning process.

Equality & Inclusion Implications

21. This paper does not raise any specific equalities implications. The Council's Climate Action Framework targets a 'just transition'.
22. While acting on climate change will bring benefits to all, it is most likely to have additional positive impacts on several of the protected and disadvantaged groups considered within the Council's equality framework.

Sustainability Implications

23. The Climate Action Programme is at the core of the County Council's response to the climate emergency. A number of its projects have a direct impact on our corporate emissions, for example through the installation of heat pumps in our buildings or the roll out of LED street-lighting, while others are more county wide in impact, for example our efforts to increase climate resilience and emissions reduction through our strategies, policies and plans.

Risk Management

24. The main programme risks are:

Risk	Impact	Mitigation
Failure to capitalise on reductions in own estate emissions during pandemic leads to rebound in post-COVID restart	Some rebound is expected, but as emissions reductions have been made in particularly hard to decarbonise areas (such as travel), significant later	Integrate climate considerations and specific targets for staff travel and building energy usage into the County Council's Restart programme.

Risk	Impact	Mitigation
	<p>investment may be needed if these emissions aren't retained.</p> <p>The degree to which these reductions are maintained is subject to corporate decisions on agile working within our recovery strategy.</p>	
Absence of development of Property project pipeline	<p>Limits ability to access future rounds of the Public Sector Decarbonisation funding.</p> <p>Limits ability to cost and set high ambition emission reduction target.</p> <p>Limited resource for day-to-day energy management activity.</p>	<p>Specialist post recruited into Property team following restructure</p> <p>Decarbonisation roadmap with project pipeline and investment plan developed</p>

Bill Cotton, Director for Environment and Place

Annex: Appendix 1 – Oxfordshire County Council Greenhouse gas report 2020/21

Appendix 2 – Climate Action Programme dashboard for Q2 2021/22

Background papers: Nil

Contact Officer: Sarah Gilbert, Climate Action Team Leader

October 2021



Greenhouse Gas Report

Reporting Year 2020 - 2021

Oxfordshire County Council

Date: October 2021
Owner: Climate Action Team

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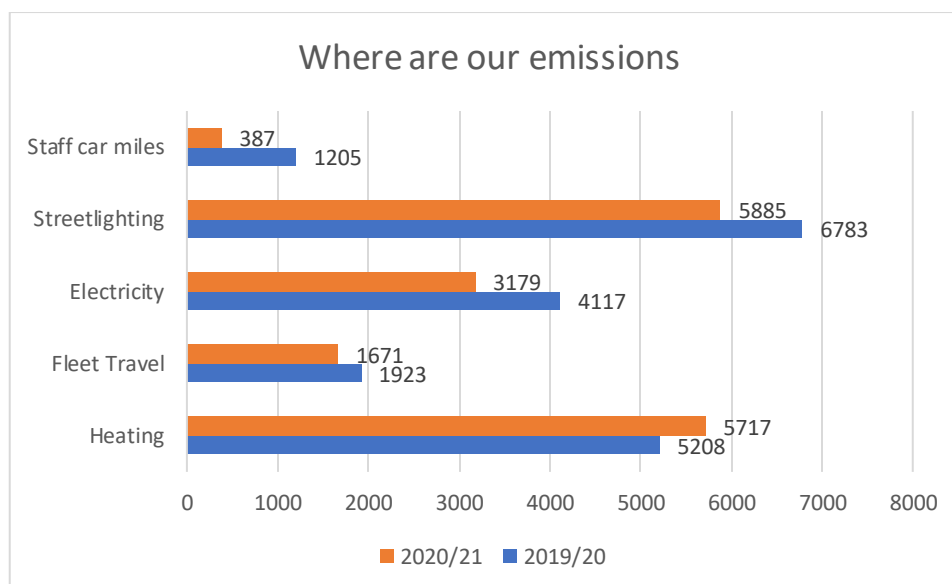
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1. Executive Summary

- 1.1. During **2020/21** Oxfordshire County Council reduced its carbon emissions by **12%** (2,299 tonnes CO₂e) from **19,164 tonnes CO₂e** in 2019/20 to **16,865 tonnes CO₂e** in 2020/21. This represents a **75.2%** reduction against our baseline in 2010/11.

In 2020/21, **873 tonnes CO₂e** of our reduction was due to the electricity grid continued decarbonisation. The remaining **1,436 tonnes CO₂e** can mostly be attributed to the COVID lockdown and therefore emission levels may bounce back in the following years.

Figure 1 below shows comparison of tonnes of CO₂ split by business sector during 2019/20 and 2020/21 (these figures do not include carbon offsetting)



2. Context

- 2.1. Oxfordshire County Council provides services to residents, businesses and communities across the whole county. We are responsible for around **80%** of local government spending in Oxfordshire. The following core services are provided by the Council:

- adult social care
- services for public health including mental health
- fire and rescue
- roads and transport planning
- waste disposal
- libraries and museums
- coroners' and registration services
- trading standards

- 2.2. The Council either provides these services directly or commissions them from other organisations. Most of these services are statutory – things we are obliged by law to do.

3. Reporting Period

- 3.1. This report covers GHG emissions from **April 2020 to March 2021**

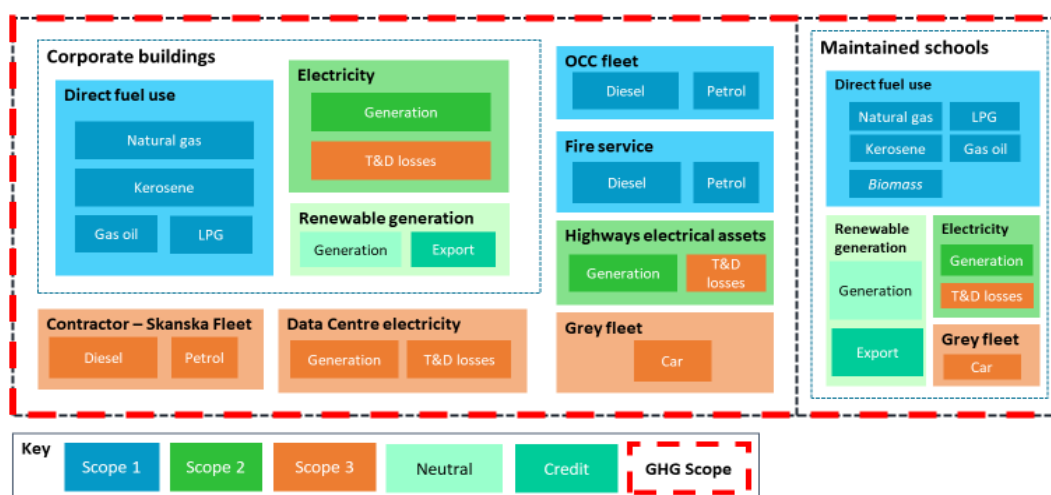
4. Introduction, boundary and conversion factors

- 4.1. Each year, Oxfordshire County Council publishes details of its greenhouse gas (GHG) emissions in accordance with guidance published by the Department of Business, Energy and Industrial Strategy (BEIS).
- 4.2. The Council is committed to improving our GHG reporting in line with the latest BEIS guidance. We will be auditing our data in **2020/21**.
- 4.3. **Figure 2** shows the scope of our reported GHG emissions boundary. The council reports on emissions from its:
- corporate estate and activities (excluding contractors)
 - maintained schools
 - Contractors - Skanska highway fleet fuel and outsourced Data Centre electricity consumption.

These have historically been included in our carbon footprint.

- 4.4. In **2019** the council committed to become carbon neutral for its corporate estate and activities (excluding contractor emissions) by **2030**. This report creates a new category to show the emissions in scope for this target (refer to Section 7).
- 4.5. The carbon factor methodology applied are the **2020** carbon factors for the emissions generated in Financial year **2020-21** which can be found at: [Greenhouse gas reporting: conversion factors 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2020)

Figure 2: OCC GHG Emissions Boundary



5. Greenhouse Gas (GHG Emissions) 2020/21

- 5.1. **Table 1** shows that for **2020/21** gross emissions from Oxfordshire County Council were **16,865** tonnes of CO₂e equivalent (CO₂e) split across the three scopes. This includes offsetting from solar exports.
- 5.2. Our **corporate estate and activities** (the scope of our carbon neutrality target) amounted to **10774** tonnes CO₂e (**63.9%**) of the total emissions.
- 5.3. Emissions from **maintained schools** was **5,238** tonnes CO₂e (**31.1%** of the total emissions).
- 5.4. Whereas emissions from fleet used by our highway's **contractors**, Skanska, and electricity consumption by our outsourced Data Centre servers **853 tonnes CO₂e**, **5.1%** of total emissions.

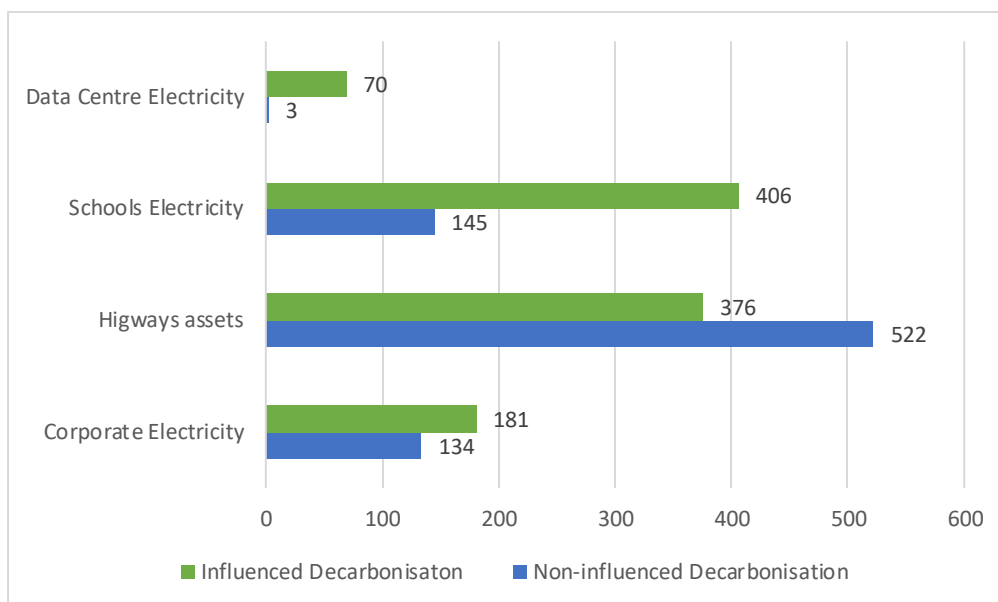
Table 1: Total GHG Emissions (Corporate estate and activities, Maintained Schools and Highways contractor fuel and data center)

	Corporate Estate & Activities	Maintained Schools	Contractors (Highways & Data Centres)	Total
Scope 1	2992	3663	-	6656
Scope 2	6801	1506	-	8307
Scope 3	986	132	853	1971
Total Emissions	10779	5301	853	16934
Solar Export Corpora	5	64	0	69
Total	10774	5238	853	16865

6. Change from Previous Year

- 6.1. Total emissions in **2020/21** were **12% lower** than in **2019/20**, a total reduction of **2,299** tonnes CO₂e. Electricity grid **decarbonisation** and annual changes to carbon factors accounted for **863** tonnes CO₂e, **37.5%** of total reduction as compared to **2019/20**.
 - Emissions from the Council's **corporate estate and activities** (excluding outsourced contractors and maintained schools) fell from **13,047 tonnes** in **2019/20** to **10774** tonnes in **2020/21**, a reduction of **17%** (**2,273** tonnes CO₂e). This includes offset from Solar PV exports. Electricity grid **decarbonisation** accounted for **704** tonnes CO₂e i.e., **31%** of total reduction for corporate estate and activities.
 - Emissions from **maintained schools** increased by 0.4% (**22** tonnes CO₂e) from **5,260 tonnes** to **5238 tonnes CO₂e** (this includes offset from schools Solar PV exports). Out of this reduction, **2.1%** (**110** tonnes CO₂e) is because three schools have converted to academies during the reporting year and have therefore been removed from the footprint. Electricity grid **decarbonisation** would have accounted for a reduction of **156** tonnes CO₂e. Due to schools remaining open during the COVID lockdown for essential workers children, emissions did not fall as expected.

- Emissions from the Council's **Contractors** (Skanska highway fleet fuel and outsourced data center electricity consumption) fell by **0.5%** during this period from **858 tonnes** in **2019/20** to **853 tonnes CO₂e** in **2020/21**. Electricity grid **decarbonisation** accounted for **3 tonnes CO₂e**. **3.9%** of the total reduction.
- **Figure 3** below shows the impact of non-influenced and influenced decarbonisation.



6.2. Although emissions are expected to bounce back after the COVID restriction end; we do expect some emissions to rise and some to continue to fall.

- As buildings reopen fully gas consumption is likely to increase from the pre-COVID levels due to legislative changes in air handling.
- Street lighting LED conversion will continue to reduce emissions.
- Electricity from property is likely to remain lower than pre-COVID levels due to a decrease in property occupation by staff.
- Emissions from electricity will continue to reduce from grid decarbonisation.
- Staff millage may remain lower than pre-COVID levels due to the use of Teams meetings.

6.3. Gas consumption – annual weather data (degree day data) indicated heating fuel demand should not be significantly affected by weather changes in **2020/21**. However, gas consumption decreased by **426 tonnes CO₂e**.

A significant proportion of the reduction of electricity consumption this year has been due to the **COVID** lockdown.

Although we saw a reduction in our emissions due to site closures some sites increased their consumption due to **CV19** restrictions to working arrangements and subsequent guidance on ventilation. This is to mitigate the spread of **COVID** resulting in heated fresh air not being re-distributed around buildings.

- 6.4. Refer to section 9 for details of the projects and energy efficiency measures that contributed to the decrease in council's GHG emissions in **2020/21**
- 6.5. Table 2 below shows the comparison of emissions in **2020/21** against **2019/20**. A further breakdown of consumption at source is detailed in Annex B, C, D & E.

Table 2: Emissions Comparison 2019/20 and 2020/21 (tonnes CO₂e)

2020/21 and 2019/20 Comparison tonnes CO ₂ e.			
	2019 20	2020 21	Reduction
Corporate Estate & Activities	13051	10779	17.4%
Solar Export Corpportate (offset)	-4	-5	17.4%
Total Corporate Estate & Activities	13047	10774	17.4%
Schools	5321	5301	0.4%
Solar Export SChools (offset)	-62	-64	-3.5%
Total Schools	5260	5238	0.4%
Contractors	858	853	0.5%
Total Emissions	19164	16865	12.0%

7. Comparison against baseline year and reduction target

Oxfordshire County Council track emissions against a baseline year of **2010/11**.

- 7..1. **Total emissions** for this year, against a baseline year were **16865** tonnes CO₂e in **2020/21** and **55,862** tonnes of CO₂e in **2010/11**. This represents a decrease of **38,997** tonnes of CO₂e, a decrease of **70%**. An average annual reduction of **7%** per year. This does not include the effect of purchasing green energy in 2010/11 or **REGO** backed electricity in 2020/21.

Although we are purchasing **REGO** backed energy we have chosen not to count this as a carbon reduction as we are committed to reduce our reliance on grid electricity. We have an energy hierarchy approach to energy reduction as set out in our **2020** Climate Action Framework (page 6). See link in section 8.

- Emissions from our **corporate estate and activities excluding contractor emissions & maintained schools (the scope of our carbon neutrality target)** have reduced by **59%** since **2010/11**, an average annual reduction of **5.9%** per year.

Note: If we include the effect of **REGO** backed electricity in **2010/11** accounting to **12,179** tonnes and **4950** tonnes CO₂e in **2020/21** the reduction would have been **25%** since **2010/11** (**2.5%** per year).

- **Emissions from the maintained schools** have reduced by **63%** since the baseline year **2010/11**. **158** schools converting to academies and therefore falling outside the Council's reporting has contributed significantly to this change.
- **Emissions from the remaining 126 maintained schools** (adjusted to remove the effect of schools converting to academies) have reduced by an estimated **28%** since **2010/11**, an average of **2.8%** per

year.

- **Our contractor emissions (Skanska fleet fuel and ICT Data Centers)** have reduced by **27%** since **2010/11**; an average annual reduction of **2.7%** per year.

7.2. From October **2020** we pay a premium to purchase all our electricity from certified renewable sources (**REGO** - Renewable Electricity Guarantee of Origin) to support national investment in renewable energy.

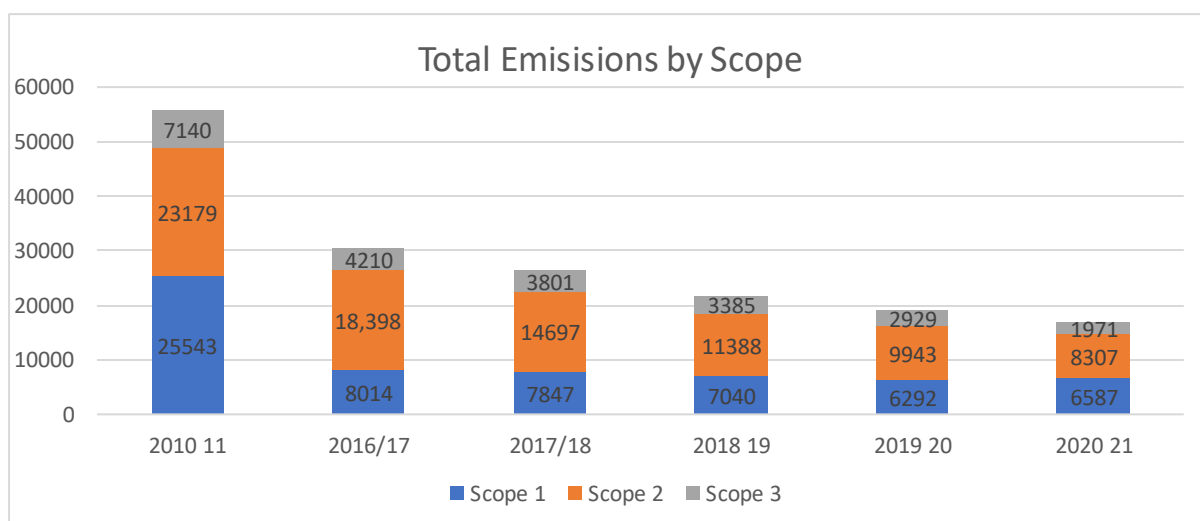
Since **2020/21** the County Council has achieved a **75.2%** reduction in underlying CO2e emissions and an **73%** reduction in emissions after allowing for the purchase of green energy in 2010/11 and **REGO** certified grid renewable electricity in 2020/21.

7.3. **Table 3** below shows the comparison of emissions in **2020/21** against baseline year **2010/11**. A further breakdown of consumption at source is detailed in Annex F.

Table 3: Emissions Comparison 2020/21 and 2010/11

2020 21 and 2010 11 Baseline Comparison tonnes CO2e.			
	2010 11	2020 21	Reduction
Corporate Estate & Activities	26511	10779	59.3%
Solar Export Corporate Estate & Activities (offset)	0	-5	-
Total Corporate Estate & Activities	26511	10774	59.4%
Academies	25833	0	100.0%
Maintained Schools	14534	5,301	63.5%
Solar Export Schools (offset)	-	-64	-
Total Schools	40367	5238	63.5%
Contractors	1163	853	26.7%
Total	68041	16865	75.2%

Figure 4: Emissions Comparison by scope from 2010/11 to 2020/21



8. Carbon Neutrality Target 2030

- 8.1. In **2019** the council committed to become carbon neutral for its corporate estate and activities (excluding contractor and maintained school's emissions) by **2030²**.
- 8.2. **Figure 5** below shows the boundary of our Carbon Neutrality **2030** target.
- 8.3. **Figure 6** shows carbon neutrality performance since baseline year **2010/11**
- 8.4. The council is in the process of reviewing its annual targets to meet this objective, and currently tracking progress against a **6%** annual reduction target.

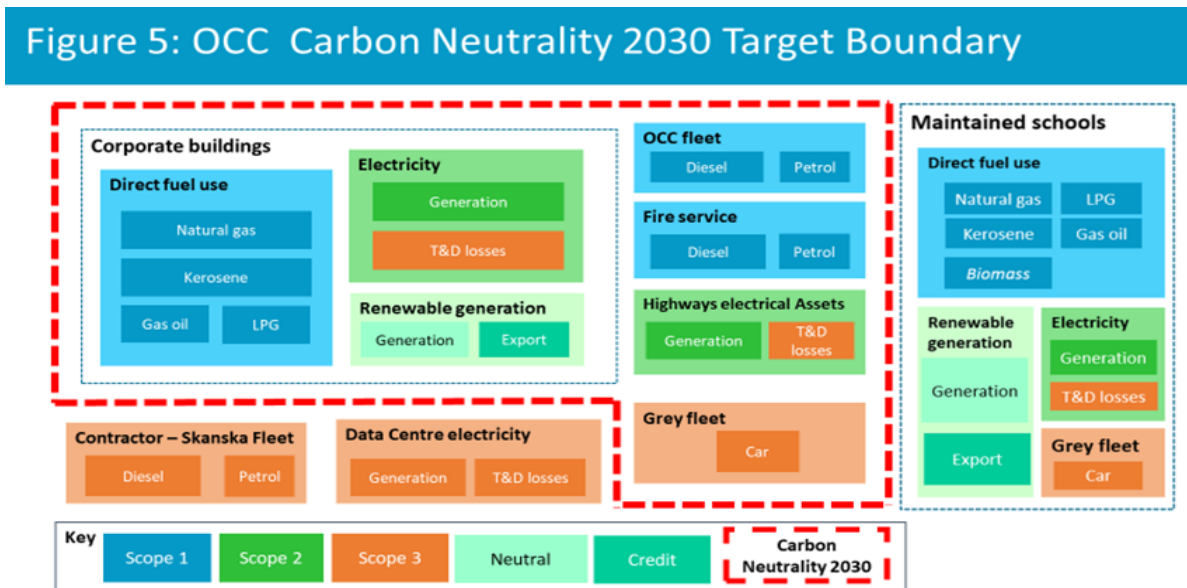
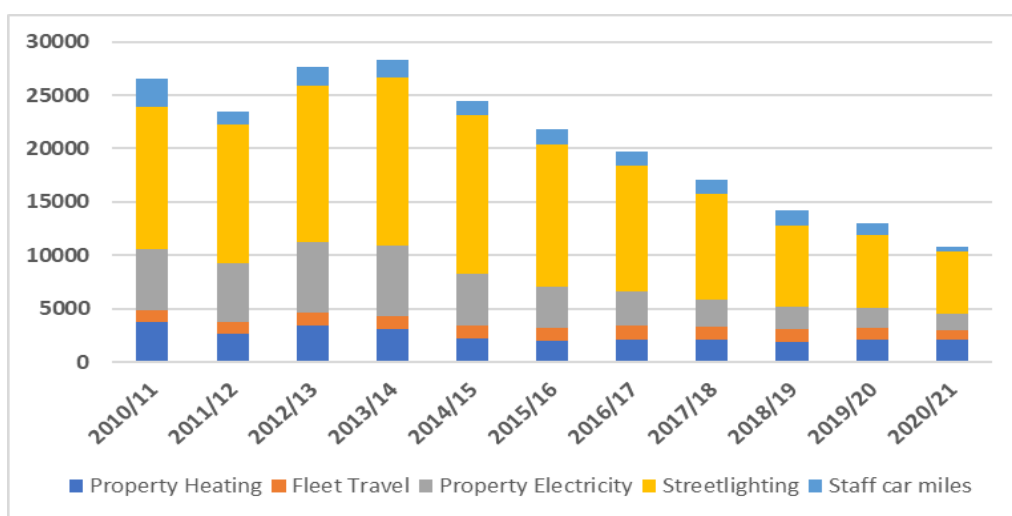


Figure 6: Carbon Neutrality performance



² Further information about the council's carbon reduction strategy:
[Climate action in Oxfordshire | Oxfordshire County Council](#)
[What we are doing to reduce our greenhouse gas emissions | Oxfordshire County Council](#)
[2020 Climate Action Framework \(oxfordshire.gov.uk\)](#)

9. Measurement, data quality, methodology and refinements

- 9.1. Oxfordshire County Council wish to collect high-quality data and has invested in AMR (Automatic meter reading), loggers and meter upgrades.
- 9.2. Our data quality is as follows:
- **55%** of our electricity data is from actual meter data and the remaining **45%** is based on invoiced annual consumption.
 - **100%** of our oil data is from delivered fuel invoices/ Fuel card data
 - **38%** of our gas data is from actual meter data and **62%** is based on invoiced annual consumption.
 - Street lighting data is calculated from *Elexon BSCP520 –Unmetered supplies Registered in SMRS*
 - Mileage data for business miles is collected from claim forms (as is cycle mileage) through staff expenses claims.
 - We also collect motorbike business mileage through staff expenses claims.

10. Energy Efficiency measures and carbon reduction projects 2020/21

Below is a list of some of the energy efficiency projects undertaken to reduce both energy and carbon emissions.

- **8,330** street lighting lanterns have been replaced with LEDs as part of an ongoing programme to convert **51,000** lanterns by **2025/26**. This has resulted in savings **3,193,514** kWh in electricity usage (**808** tonnes CO₂e). Note: some of the CO₂ savings is because of grid **decarbonisation**.
- New energy efficient boilers were installed at Carswell School, Enstone School, Hailey School and St Swithun's School. Based on a **10%** reduction in gas consumption a reduction of **10.7** tonnes CO₂e was expected. However, due to air handling changes to mitigate the **COVID** risks additional heating was required which reduced the reduction to **2.1** tonnes CO₂e.

Below is a list of some of the carbon reduction measures undertaken to reduce carbon emissions.

- Over the past 12 months EV additional **10** EV charging points have been installed at **3** sites. This includes a mix of 7kW/22kW dual wall mount units and free-standing posts.

Annex A – GHG Data Breakdown at Source

Scope	Energy source	Units	Quantity	CO2
1	Corporate gas	kWh	11500154	2115
	Voluntary Aided Schools gas	kWh	1137539	209
	Church of England funded Schools gas	kWh	5838264	1073
	Catholic Church Funded Schools gas	kWh	385519	71
	Community Schools gas	kWh	9534811	1753
	Total gas	kWh	28396287	5221
	Corporate gas oil	litres	5586	15
	Church of England funded Schools oil	litres	93990	259
	Catholic Church Funded Schools oil		7329	20
	Foundation Schools gas oil	litres	14177	39
	Total gas oil	litres	155539	429
	Corporate burning oil (kerosene)	litres	0	0
	Community Schools (kerosene)	litres	9245	23
	Church of England funded Schools	litres	24254	62
	Voluntary Aided School burning oil	litres	7645	19
	Total burning oil	litres	41144	105
	Corporate LPG	litres	8132	13
	Community Schools LPG	litres	7413	12
	Foundtion Schools LPG	litres	9151	14
	Church of England funded Schools LPG	litres	8345	13
	Total LPG	litres	33041	51
	Corporate diesel - Fire Service	litres	142923	384
	Corporate diesel - OCC fleet	litres	143110	385
	Schools Mini Bus fuel	litres	24773	67
	Total diesel	litres	310806	835
	Corporate petrol - OCC fleet	litres	4772	11
	Corporate petrol - Fire Service	litres	1489	3
Total petrol	litres	6261	14	
Corporate fuel oil	litres	25	0	
Fire Service fuel oil	litres	1	0	
Vehicle fuel oil	litres	26	0	

2	Corporate electricity	kWh	5,204,730	1,213
	Travellers Sites	kWh	722,938	169
	Community Schools electricity	kWh	2,985,327	696
	Foundation Schools electricity	kWh	119,430	28
	Voluntary Controlled Schools electricity	kWh	33,216	8
	Voluntary Aided School electricity	kWh	356,962	83
	Church of England funded Schools	kWh	2,763,727	644
	Catholic Church Funded Schools	kWh	201,468	47
	Street lighting electricity	kWh	23,244,363	5,419
	Total electricity	kWh	35,632,161	8,307
3	Corporate Average unknown car (miles)	Miles	1,392,986	384
	Community Schools Average unknown car (miles)	Miles	5,144	1
	Foundation Schools Average unknown car (miles)	Miles	390	0
	Casual staff Schools Average unknown car (miles)	Miles	0	0
	Voluntary Controlled Schools Average unknown car (miles)	Miles	565	0
	Church of England funded Schools Average unknown car (miles)	Miles	2,181	1
	Catholic Church Funded Schools Average unknown car (miles)	Miles	0	0
	Voluntary Aided School Average unknown car (miles)	Miles	0	0
	Total OCC business travel Average unknown car (miles)	Miles	1,401,266	387
	Corporate business travel Motorbike	Miles	3,026	1
	Skanska diesel	Miles	248,472	668
	Total Skanska Diesel	Miles	248,472	668
	Skanska petrol	Miles	66,129	153
	Total Skanska Petrol	Miles	66,129	153
	Electricity Transmission losses	kWh	35,799,925	718
	Data Centre Contractor Electricity	kWh	127,263	30
	Corporate Vacant Electricity	kWh	40,501	9
	Corporate Vacant Gas	kWh	30864	6
	Solar Export Corporate	kWh	-22686	-5
	Solar Export Schools	kWh	-273560	-64
Total Solar Export	kWh	-296246	-69	
Total Emissions			16,865	

Annex B – Total GHG emissions summary (Corporate Estate, Contractors & Schools)

Annex B. Total GHG emissions for period 1 April 2020 to 31 March 2021					
2020/19	Total Units	CO ₂	CH ₄	N ₂ O	Total
Scope 1					
Gas (kWh)	28,396,287	5,211,287	7,099	2,840	5,221,225
Gas Oil (litres)	155,539	423,715	439	4,786	428,939
Kerosene (litres)	41,144	104,005	258	259	104,522
LPG (litres)	33,041	51,321	37	33	51,391
Diesel (litres)	310,806	824,388	78	10,940	835,406
Petrol (litres)	6,261	14,411	43	38	14,492
Fuel Oil (litres)	26	82	0	0	83
Scope 1 Total		6,629,209	7,953	18,896	6,656,058
Scope 2					
Electricity (kWh)	35,632,161	8,232,454	25,655	49,172	8,307,282
Scope 3					
Electricity transmission	35,799,925	711,345	2,148	4,296	717,788
Contractor diesel	248,472	659,052	62	8,746	667,860
Contractor petrol (litres)	66,129	152,213	450	404	153,067
Business Travel	1,401,266	383,695	364	2,466	386,525
Business travel Motor	3,026	336	5	2	552
Electricity (kWh)	167,764	38,760	121	232	39,112
Gas (kWh)	30,864	5,664	8	3	5,675
Scope 3 Total		1,951,065	3,158	16,149	1,970,581
Scope 1, 2 & 3 Total (kg)		16812728	36766	84218	16933921
Carbon Offsetting (Solar)					-69067
Scope 1&2 Total (tonnes)		14862	34	68	16865

Annex C – Corporate Estate GHG emissions

Annex C. Corporate GHG emissions for period 1 April 2020 to 31 March 2021					
202/21	Total Units	CO ₂	CH ₄	N ₂ O	Total
Scope 1					
Gas (kWh)	11,500,154	2,110,508	2,875	1,150	2,114,533
Gas Oil (litres)	5,586	15,217	16	172	15,405
Kerosene (litres)	0	0	0	0	0
LPG (litres)	8,132	12,631	9	8	12,648
Diesel (litres)	310,806	824,388	78	10,940	835,406
Petrol (litres)	6,261	14,411	43	38	14,492
Fuel Oil (litres)	26	82	0	0	0
Scope 1 Total		2,977,238	3,020	12,309	2,992,485
Scope 2					
Electricity (kWh)	29,172,031	6,739,906	21,004	40,257	6,801,167
Scope 3					
Electricity transmission and distribution (kWh)	29,212,532	580,453	1,753	3,506	585,711
Vacant Elec	40,501	9,357	29	56	9,442
Vacant Gas	30,864	5,664	8	3	5,675
Business Travel Average unknown car (miles)	1,392,986	381,427	362	2,452	384,241
Motorbike	3,026	336	5	2	552
Scope 3 Total		977,238	2,157	6,018	985,622
Total (kg)		10,694,383	26,181	58,584	10,779,274
Offsetting (Solar)					-5
Total (tonnes)		10,694	26	59	10,774

Annex D - Maintained schools GHG emissions

Annex D. Schools GHG emissions for period 1 April 2020 to 31 March 2021					
2020/21	Total Units	CO ₂	CH ₄	N ₂ O	Total
Scope 1					
Gas (kWh)	16,896,133	3,100,778	4,224	1,690	3,106,692
Gas Oil (litres)	149,953	408,497	423	4,614	413,534
Kerosene (litres)	41,144	104,005	258	259	104,522
LPG (litres)	24,909	38,690	28	25	38,743
Scope 1 Total		3,651,970	4,933	6,588	3,663,491
Scope 2					
Electricity (kWh)	6,460,130	1,492,548	4,651	8,915	1,506,115
Scope 3					
Electricity transmission and distribution (kWh)	6,460,130	128,363	388	775	129,526
Business Travel Average unknown car	8,280	2,267	2	15	2,284
Scope 3 Total		130,630	390	790	131,810
Total (kg)		5,275,149	9,974	16,292	5,301,415
Offsetting (Solar)					-63,778
Total (tonnes)		5,275	10	16	5,238

Annex E - Contractor GHG emissions

Annex E. Contractor GHG emissions for period 1 April 2020 to 31 March 2021					
2020/21	Total Units	CO ₂	CH ₄	N ₂ O	Total
Scope 1					
Gas (kWh)	0	0	0	0	0
Gas Oil (litres)	0	0	0	0	0
Kerosene (litres)	0	0	0	0	0
LPG (litres)	0	0	0	0	0
Diesel (litres)	0	0	0	0	0
Petrol (litres)	0	0	0	0	0
Scope 1 Total	0	0	0	0	0
Scope 2					
Electricity (kWh)	0	0	0	0	0
Scope 3					
Electricity (kWh)	127,263	29,403	92	176	29,670
Diesel (litres)	248,472	659,052	62	8,746	667,860
Petrol (litres)	66,129	152,213	450	404	153,067
Electricity transmission and distribution (kWh)	127,263	2,529	8	15	2,552
Scope 3 Total	569,127	843,197	611	9,341	853,149
Total (kg)	569,127				853,149
Total (tonnes)					853

Annex F - Total corporate GHG CO2 Emissions Summary

Annex F: GHG emissions for period 1 April 2010 to 31 March 2021											
Tonnes of CO2e	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Scope 1											
Gas/Kerosene/Oil/LPG/Petrol/Diesel	25,543	17,948	22,293	19,356	10,873	9,088	8,076	7,954	7,119	6,364	6,656
Scope 2											
Purchased Electricity	35,358	31,865	33,264	31,100	25,228	21,619	18,398	14,697	11,388	9,943	8,307
Scope 3											
Electricity Transmission & Distribution/ Business Travel/ Energy used in contractor's office	7,140	6,015	5,894	6,567	5,588	4,855	4,210	3,801	3,385	2,929	1,971
Total Gross Emissions	68,041	55,828	61,451	57,023	41,688	35,562	30,684	26,452	21,893	19,236	16,934
Carbon offsets	0	0	0	0	0	0	0	0	0	0	0
Green tariff	12,179	0	0	0	0	0	0	0	0	0	0
Renewable electricity	0.00	0.00	35.00	69.64	93.81	57.62	62.58	107.04	79.22	71.53	69.07
Total annual net emissions	55,862	55,828	61,416	56,953	41,595	35,505	30,621	26,345	21,814	19,164	16,865

Annex G – Carbon neutrality GHG CO2 Emissions Summary

Annex G: Carbon Neutrality GHG emissions for period 1 April 2010 to 31 March 2021											
Tonnes of CO2e	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Scope 1											
Gas	3,652	2,502	3,335	2,933	2,153	1,970	2,006	2,061	1,867	2,088	2,115
Kerosene	100	10	9	9	5	7	-	-	-	-	-
Gas Oil	26	51	82	90	50	29	95	27	13	2	15
LPG	-	84	57	58	40	9	-	9	3	1	13
Fire Service Diesel	571	542	553	543	479	583	648	635	626	588	384
Fire Service Petrol	5	4	1	1	7	-	5	3	3	3	3
OCC Fleet Diesel	567	597	601	682	739	608	648	568	586	539	451
OCC Fleet Petrol	-	-	4	1	7	5	5	19	35	38	11
Fire Service Fuel Oil	-	-	-	-	-	-	-	-	-	-	0.00
Corporate Fuel Oil	-	-	-	-	-	-	-	-	-	-	0.08
Scope 2											
Electricity Corporate Buildings	5,215	5,014	6,162	6,190	4,412	3,580	2,916	2,280	1,881	1,683	1,382
Electricity Highways Assets (Street Lighting)	12,179	11,969	13,632	14,626	13,623	12,329	10,801	9,123	6,993	6,252	5,419
Scope 3											
Corporate T&D losses	469	449	460	453	386	296	264	213	162	143	120
Highways Assets T&D losses	1,094	1,075	1,018	1,071	1,191	1,018	977	853	603	531	466
Grey Fleet (unknown car / fuel)	2,633	1,194	1,729	1,673	1,377	1,385	1,311	1,346	1,411	1,182	385
Vacant Properties Elec	-	-	-	-	-	-	-	-	-	-	9
Vacant Properties Gas	-	-	-	-	-	-	-	-	-	-	6
Corporate Fuel oil	-	-	-	-	-	-	-	-	-	-	0.0
Carbon Offsetting											
Green tariff	-12,179									0.00	-4950
Renewable electricity generation										0.00	0.00
Renewable electricity export	0.00	0.00	0.00	0.00	-25.11	-5.04	-5.73	-4.74	-4.40	-3.99	-5.29
Total annual net emissions	14,331	23,491	27,644	28,328	24,444	21,813	19,671	17,132	14,179	13,047	10,774

Annex H - Operational Scope breakdown

- Central Offices (Scopes 1 and 2)
- Fire Stations (Scopes 1 and 2)
- Libraries (Scopes 1 and 2)
- Highway Depots (Scope 1 and 2)
- EV Fleet (Scope 2)
- Fleet (Scope 1)
- Business miles (including cycling)- corporate estate and activities & schools (Scope 3)
- Gypsy and Travelers sites communal lit areas (Scope 2)
- Maintained community schools (Scope 1 and 2)
- VC and Foundation Schools (Scope 1 and 2)
- Day Centers (Scope 1 and 2)
- Children's Homes (Scope 1 and 2)
- Highways furniture and car parks (Scope 2)
- Street lighting and traffic signals (Scope 2)
- Skanska Fleet (Scope 3)
- Data Centres (Scope 3)
- Transmission and Distribution (Scope 3)
- Vacant properties (Scope 3)

Not included in current reporting and reasoning

We wish to increase the data we report in our GHG reporting. We do not currently include the following in our reporting:

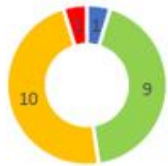
- Leisure Centers - Scope 1 & 2 - complex use arrangements, in the main leased to Districts and reported in their scopes
- Academy Schools - not in scope - leased on 125-year leases to separate operational trusts. Data not Available.
- Care homes – Scope 1 & 2 - complex use arrangements as long term leased to third parties - currently no data available
- Water - Scope 3 - currently no reliable data available
- Supply Chain - Scope 3 - currently reporting Skanska fleet Fuel and Data Centre. No further data currently collected.
- Staff Commuting to work - Scope 3 - no data available
- Business mileage from public transport and walking - Scope 3 - currently no data available.

Annex I – Operational Scopes

Scope One	Scope Two	Scope Three	Not included
Fuel used to heat our buildings (e.g. natural gas, gas oil, kerosene and liquid petroleum gas)	Purchased electricity for our buildings and other electricity consuming sites (e.g. offices, leisure centres, depots, car park and public conveniences).	Electricity (transmissions and distribution factors)	Perfluorocarbons (PFC), hydrofluorocarbons (HFC) and sulphur hexafluoride (SF ₆)
Fuel used in council vehicle fleet and also to power non-road going vehicles and plant such as lawn-mowers and, chippers.		Business mileage by car	Staff commuting
Fuel used in waste collection vehicle fleet		Business mileage by public transport (bus and train)	Emissions from Council operational waste deposited in landfill sites
		Water consumed (supply and treatment)	Emissions from Leased commercial properties or housing stock where tenants are paying energy/water bills.
		Half-hourly metered and non-half-hourly metered electricity supplies (ie Meter profile classes 01-08, HH and Unmetered Supplies)	
			Emissions from goods and services purchased and employed to conduct council business and operations. Council financial investments.

CLIMATE ACTION PROGRAMME Q2 2021/22 report R

20 annual priority actions



48% GREEN OR COMPLETED
64% LAST QUARTER
TARGET 70%

Next steps:

- Develop decarbonisation roadmaps for fleet and property
- Work with Environment Advisory Group on developing delivery plan associated with Pathways to Zero Carbon Oxfordshire (PAZCO) report
- Broaden scope of Climate Impact Assessments to include adaptation and biodiversity

Key risks:

PSDS funding missed for lack of project pipeline for corporate estate
Public Sector Decarbonisation Scheme (PSDS)

Key opportunities:

- Restart strategy – consolidate emission reductions (staff travel)
- PAZCO – mobilise partnership to develop Oxon routemap
- COP26 – lobby, showcase, build momentum

Operating at net zero by 2030

- Delivery in progress of streetlight LED conversion programme and PSDS measures in corporate buildings
- Decarbonisation roadmap with project pipeline being developed by OCC property
- Fleet audit completed to inform fleet electrification
- Action needed to retain reductions in staff travel emissions

	Roadmap ▶	Funding ▶	Delivery
Highway assets	Green	Green	Green
Property OCC	Amber		
Fleet	Amber		
Staff travel	Amber		

Enabling a zero-carbon future for Oxfordshire

- Key plans and strategies being aligned with net zero
- Review of 'Pathways to Zero Carbon Oxfordshire' (PAZCO) implications highlighted gaps on adaptation, zero-carbon infrastructure, community outreach – opportunity to address through routemap development



Becoming climate active council

Carbon Literacy

STAFF TRAINED
11
TARGET 2021/22: 30

Climate Action e-learning

STAFF TRAINED
426
TARGET 2021/22: 700

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Divisions Affected - All

CABINET
16 NOVEMBER 2021

SUSTAINABLE WARMTH FUND

Report by Corporate Director Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**
 - (a) Endorse the submission of a funding bid to support retrofit of homes in fuel poverty within Oxfordshire under the Sustainable Warmth Fund (SWF).
 - (b) Delegate authority to the Corporate Director Environment and Place in consultation with S151 Officer and Cabinet Member for Climate Change Delivery and Environment to review and conclude legal agreements should the application be successful.

Executive Summary

2. In support of the council's strategic priorities on climate action and healthy place shaping, as well as national commitments to a green recovery, a funding application in relation to the Sustainable Warmth Fund (SWF) has been submitted.
3. If successful, the project would deliver home energy efficiency retrofits to 310 households living in energy inefficient properties and fuel poverty.
4. The purpose of this report is to seek endorsement from Cabinet on the bid and, should the bid be successful, delegate authority to the Corporate Director Environment and Place to enter into a grant agreement for delivery, subject to the terms and conditions of the grant offer letter.

Background

5. Residential carbon emissions make up 25% of the carbon emissions in Oxfordshire. The Council's Climate Emergency commitment states our intention to play our role in enabling and promoting retrofit of property to meet a net zero carbon target of 2050. The Oxfordshire Energy Strategy recognises the need for improving the energy efficiency of existing private homes through

large scale retrofit of over 4,000 properties per year. Current retrofit is likely to be two orders of magnitude below this target.

6. The Pathways to Zero Carbon Oxfordshire Report sets out a £1.5 bn investment need in retrofit and heatpumps in Oxfordshire by 2030, underlining the employment and business opportunity associated with this area.
7. There is a very strong correlation between poor energy efficient properties, fuel poverty and respiratory illnesses. In Oxfordshire 20% of properties fall into the worst energy efficiency categories (EPC rated E, F and G)¹. Residents are defined as being in fuel poverty if a household has above average fuel costs and if the spend of this sum would take their residual income below the official poverty line. In 2017 the 8.5% of Oxfordshire Households were in fuel poverty, whilst respiratory conditions are estimated to affect 50,000 people².
8. The initiative supports the Health and Wellbeing Strategy 2019-2023 and also seeks to address the connection between cold housing and impact on NHS/winter pressures.

Sustainable Warmth Fund

9. As part of a series funding packages released by central government in response to Covid 19 to support a Green Recovery, a series of funding opportunities for Local Authorities to conduct home energy retrofits was launched from summer 2019 by the Department for Business Energy and Industrial Strategy (BEIS). The Sustainable Warmth Fund (SWF) is the latest.
10. Oxfordshire County Council has previously been successful in securing £1.5m on this agenda in late 2020 under the Green Homes Grant Local Authority 1b (GHG LAD1b) to conduct home energy retrofits to 150 homes for residents in fuel poverty with the key features of eligibility being:
 - Households earning under £30,000 per year
 - Properties being E, F or G rated on the Energy Performance Certificates (with some D rated properties eligible)
 - An average spend per property below £10,000
11. The existing Oxfordshire GHG LAD1b has been successful in identifying over 200 properties eligible for the scheme. However, national supply chain constraints have led to delays in installation of measures and have since led BEIS to extend the scheme. The delivery of this tranche of funding will now be complete in March 2022. This in turn has been taken into consideration in preparing the SWF project.

¹ EPC for All Domestic Properties (Existing and New Dwellings), BEIS, 7/12/2020 - [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904850/D1 - Domestic EPCs.xlsx](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904850/D1_-_Domestic_EPCs.xlsx)

² Health Conditions and Causes of Death (Oxfordshire County Council), March 2017 - <https://insight.oxfordshire.gov.uk/cms/system/files/documents/5%20Health%20Conditions%20and%20Causes%20of%20Death%20JSNA%202017.pdf>

12. A further £350m was released earlier this summer, called the Sustainable Warmth Fund for which Oxfordshire County Council, consulting with the City and District Councils has submitted a bid. The fund is split into two focuses, the first element to focus on properties with gas heating and the second for properties without, referred to as Local Authority Delivery 3 (LAD3) and Home Upgrade Grant 1 (HUG1). These funds have slightly different eligibility and spending caps, but any properties that are unable to receive measures from GHG LAD1b are expected to be eligible for the SWF.
13. Broadly the approach in preparing the SWF bid was to build in substantial contingency costs to accommodate any future price fluctuations, whilst also splitting delivery across primarily three supply chains, to mitigate risk of under delivery and provide flexibility:
 - Electric Heating and Solar PV
 - Park Homes
 - Insulation for traditional build housing
14. The bid submitted was for £3.3m to deliver retrofitting of homes for those in fuel poverty and in the worst energy efficient housing. Key details of this funding application are:
 - Notification of bid outcome mid October 2021
 - Scheme commences December 2021
 - Delivery to complete 31st March 2023 (14 months)
 - A minimum of 310 houses to be retrofitted
 - Funding for a full-time post to project manage a delivery partner for the scheme.
15. The council will work closely with the Districts, our existing householder energy efficiency advice line 'Better Homes, Better Health' and the contractor on a strategy to engage households. We will conduct a procurement exercise for a contractor to deliver an end to end solution to meet the objectives of this grant funding. We have sought market knowledge to inform the bid development.
16. Our prospective delivery partner would follow much of the existing setup and contractual arrangement we have with the LAD1b scheme; to manage the recruitment of households and the installer networks, with the Council acting as the responsible budget holder. This funding will enable an enhancement of the installer network, bringing with it the flexibility in the most cost effective and deliverable measures within the timescales of the project, and a longer lasting legacy post funding.
17. The application does not give details of the terms and conditions the funding would be granted upon if successful. As such it is requested that Cabinet delegate authority to Corporate Director Environment and Place for review and enter into the grant if successful.

Financial Implications

18. The bid is for a total of £3.3 million. This will support the retrofit of at least 310 properties by a procured delivery partner and one full time position within Oxfordshire County Council for project management. If the bid is successful, we will reassess financial implications when detailed terms and conditions are made available.

Comments checked by:

Rob Finlayson, Finance BP, Rob.Finlayson@Oxfordshire.gov.uk (Finance)

Legal Implications

19. We see no legal implications at this stage of the process but will review funding conditions if the bid is successful.

Comments checked by:

Jonathan Pool, Solicitor, Jonathan.Pool@Oxfordshire.gov.uk (Legal)

Staff Implications

20. If the bid is successful, we will recruit to one full time project management role using the grant funds budgeted for that purpose.

Equality & Inclusion Implications

21. We do not believe there are equality or inclusion implications in noting the bid or in delegating authority should it be successful.

Sustainability Implications

22. A successful bid will support Oxfordshire's Climate Action initiatives through retrofit of at least 310 properties. Achieving net zero carbon in the council's target timeframe requires retrofit of at least 4000 properties per year. The SWF will support only a small fraction of this, but crucially targets those households least able to pay for installation of energy saving measures in their homes. The scheme will also support supply chains that must expand to achieve these ambitious retrofit targets in the coming decade within Oxfordshire.

Comments checked by:

Sarah Gilbert, Climate Action Team Leader
(sarah.gilbert@oxfordshire.gov.uk)

Risk Management

23. Risk will be fully assessed if the bid is successful at which point full terms and conditions of the award will be made available. In the case of our current Green Homes Grant (GHG) scheme, care has been taken to minimise legal and financial liabilities by contractual assignment of these to the delivery partner. If the SWF scheme framework is broadly similar, the main risk to the local authority is likely to be reputational. Public feedback from our GHG participants is extremely positive and we therefore consider the reputational risk for SWF is likely to be low. We will fully assess all risks and mitigations alongside finance and legal teams as and when contractual documents are supplied.

Consultations

24. We have taken financial and legal advice as noted above. No other consultations have been made.

BILL COTTON

Annex: Nil

Background papers: Nil

Contact Officer: Sarah Gilbert, Climate Action Team Leader
Tel: 07867 467797
e-mail: sarah.gilbert@oxfordshire.gov.uk

October 2021

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Divisions Affected - All

CABINET

16 November 2021

Oxfordshire Local Aggregate Assessment 2020 & Oxfordshire Local Aggregate Assessment 2021

Report by Corporate Director Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**
 - a) Approve the Local Aggregates Assessment for 2020 (LAA2020) and the Local Aggregates Assessment for 2021 (LAA2021) presented herewith;
 - b) Authorise the Corporate Director Environment and Place in consultation with the Cabinet Member for Climate Change Delivery and Environment to make any revisions and publish the Oxfordshire Local Aggregate Assessment 2020 and the Oxfordshire Local Aggregate Assessment 2021 on the Council website.

Executive Summary

2. Under the National Planning Policy Framework, July 2021 (NPPF), mineral planning authorities should prepare an annual Local Aggregate Assessment (LAA). The NPPF states that the LAA should 'forecast future demand, based on a rolling average of 10 years' sales data and other relevant information, and an assessment of all supply options.'
3. The purpose of an annual Local Aggregates Assessment (LAA) is to set the level of provision for the County Council as the Minerals Planning Authority to ensure an appropriate provision for Sand and Gravel and Crushed Rock extraction in Oxfordshire. This provision level is based on an assessment between the supply and demand of aggregate in Oxfordshire and evaluated through a review of the latest sales information, and all aggregate supply options and forecast demand. This assessment for provision is based on surveys and past sales.
4. The data is gathered through annual Aggregates Surveys of Mineral operators within Oxfordshire. Most years this survey is undertaken by Oxfordshire County Council on behalf of South East Aggregates Working Party. However, every four

to five years it is the responsibility of the British Geological Survey (BGS) on behalf of central government.

5. The latest LAA for Oxfordshire was produced in 2019 (LAA2019) which included the data from 2018. In 2020 the Aggregates Survey (AM2019) for the 2019 information was the responsibility of BGS, the results of which were published in August 2021. Hence there has been a delay in producing the LAA2020. The findings have now been published and have been used to prepare the LAA2020.
6. In addition, whilst waiting for the publication of the AM2019 findings, Oxfordshire County Council undertook the following year's Aggregates Survey for 2020 information (AM2021), on behalf of the South East Aggregates Working Party (SEEAWP). These findings have now been reviewed and used to prepare the LAA2021.
7. Therefore, this report covers both the LAA 2020 and LAA2021 in order to provide the most up to date information and evidence to inform mineral planning within Oxfordshire.
8. By supporting the recommendation to adopt the LAA2020 the County Council is endorsing the provision levels set out in paragraph 71 of this report for use as the basis for provision for mineral working in the Oxfordshire Minerals and Waste Local Plan and for calculating the Oxfordshire landbank as at the end of 2019.
9. By supporting the recommendation to adopt the LAA2021 the County Council is endorsing the provision levels set out in paragraph 72 of this report for use as evidence for provision for mineral working in the Oxfordshire Minerals and Waste Local Plan and for calculating the Oxfordshire landbank as at the end of 2020, against which the Core Strategy policies of the Minerals and Waste Local Plan are monitored.

Summary of Main Findings

10. Table 1 provides summary of the main findings in relation to sales, reserves and landbank of Primary Won Aggregates as set out in the LAA2020 and LAA2021. The arrows indicate an increase or decrease from the previous LAA findings. For a full summary of Key Data including average 10-year sales and 3-year sales, please see Annex 1 and Annex 2 or for full historic records see the Appendices of each LAA.

	LAA 2020		LAA 2021	
Sharp Sand and Gravel Sales	0.994mt	↑	0.830mt	↓
Sharp Sand and Gravel Reserve	12.075mt	↓	11.439	↓

	LAA 2020		LAA 2021	
Sharp Sand and Gravel Landbank¹ (7 years or more)	11.9 years	✓	11.27	✓
Soft Sand Sales	0.254mt	↑	0.210mt	↓
Soft Sand Reserve	3.047mt	↓	3.915mt	↑
Soft Sand Landbank (7 years or more)	12.5 years	✓	16.11 years	✓
Crushed Rock Sales	0.843mt	↑	1.087mt	↑
Crushed Rock Reserve	6.741mt	↓	7.151mt	↑
Crushed Rock Landbank (10 years or more)	5.96 years	✗	9.19 years	✗

Table 1: Sales, reserves and landbank of primary won aggregate.

11. Detailed assessments of supply and demand were carried out. These assessments included evidence of sales figures, economic forecasts, infrastructure requirements, population and housing, and sales figures. Also considered were the effects of Covid for 2021 and a review of the latest imports and exports figures from MHCLG. It is intended to maintain the LAA2019 level provision figures for both the LAA2020 and LAA2021, and these are:

- **Sand and Gravel – 1.015mtpa**
- **Soft Sand – 0.243mtpa**
- **Crushed Rock – 0.778mtpa**
- **Recycled and Secondary Aggregates - 0.926mtpa**

12. The Core Strategy, Policy M2, sets out the amount of mineral to be provided through the Site Allocations Plan. This was based on the LAA2014 provision rates.

	Core Strategy Requirements identified through LAA 2020	Core Strategy Requirements identified through LAA 2021
Sharp Sand and Gravel	2.73million tonnes	1.638million tonnes
Soft Sand	0	0
Crushed Rock	0	0

13. As the Minerals and Waste Planning Authority, the County Council has a duty under the National Planning Policy Framework to “plan for and maintain a steady and adequate supply of mineral”. This is measured through the LAA’s

¹ The landbank is calculated through taking the mineral reserve and dividing by the LAA provision rate.

and our landbank provision. Our current landbank for Soft Sand and Sharp Sand and Gravel is above the 7-year requirement in the NPPF, however upon completion of the LAA2021, the Crushed Rock landbank has been found to have fallen below the 10 years required for 3 consecutive years. This has triggered a policy review of the Oxfordshire Minerals and Waste Core Strategy (2017), particularly policy M2 for Crushed Rock and is likely to require additional sites to be identified as part of ongoing work to prepare the Site Allocations Plan.

14. The annual Local Aggregate Assessments (LAA2020, LAA2021) provide the provision figures and evidence needed to inform the Core Strategy review and the preparation of the Site Allocations Plan. The latest identified requirements are set out below.

	Local Aggregate Assessment 2020 Requirements	Local Aggregate Assessment 2021 Requirements
Sharp Sand and Gravel	2.73million tonnes	1.638million tonnes
Soft Sand	0.077million tonnes	0
Crushed Rock	1.842million tonnes	0.895 million tonnes

Local Aggregate Assessment 2020 and 2021

Sales

Primary won Aggregate

15. Annex 1 and Annex 2 set out the sales figures for Sharp Sand and Gravel, Soft Sand and Crushed Rock, alongside the 10-year and 3-year sales averages for each mineral type for 2019 and 2020.
16. In 2019, all three land won minerals saw an increase in their sales compared with 2018, and also the 10 and 3-year averages increased for all mineral types. For Sharp Sand and Gravel they were the highest sales since 2006.
17. In 2020 sales of Soft Sand and Sharp Sand and Gravel decreased compared with 2019 sales, however Crushed Rock sales increased.
18. The 10-year sales average for all three minerals increased again in 2020. For Soft Sand in 2020, there was a decrease in the 3-year sales average, whereas for Sharp Sand and Gravel and Crushed Rock there was a further increase.

Rail Depots

19. Sales from the Rail Depots dropped in 2020 compared to 2018, this could be due to the impact of the pandemic and Covid lockdown so will need to be reviewed in the 2021 LAA.

Recycled and Secondary Aggregate

20. In 2019, sales of recycled and secondary aggregates recorded in the survey were 0.372mt. although 2019 had a very poor response to the County Council survey with only 31% of operators returning their figures for recycled and secondary aggregate facilities.
21. In 2020, the recycled and secondary aggregates survey recorded another poor response from operators. To ensure a more accurate picture of the sales of secondary and recycled aggregates, estimates were made for those sites we had previously received sales returns for information from planning applications was used. This gave a 56% rate for completion. 2020 therefore has recorded sales in Recycled and Secondary Aggregate of 0.439mt for a 56% survey rate.
22. Having considered the sales trends and other relevant information in the LAA 2020 and LAA2021 the figure for recycled and secondary aggregate should be the provision figure set in the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy 2017, Policy M3 which is 0.926mtpa.

Supply

23. Oxfordshire is a mineral rich County and currently has 24 quarries with 11 sharp sand and gravel permissions, 8 soft sand permissions and 14 crushed rock permissions. Some sites produce a number of mineral types within them. This makes us one of the major mineral producers in the Region and even Nationally. We have more crushed rock producing sites than the rest of the South East combined.

Sand and Gravel

24. At the end of 2019 and 2020, there were 11 Sand and Gravel quarries within Oxfordshire. No planning permissions were granted and there was one Sharp Sand and Gravel planning application outstanding for both years.
25. The permitted reserves of sharp sand & gravel as at 31 December 2019 amounted to 12.075mt (11.9 year landbank), whilst at the end of 2020 they were 11.439mt (11.3-year landbank).

Soft Sand

26. At the end of both 2019 and 2020, Oxfordshire had eight active sites with planning permission for Soft Sand extraction. A planning permission for 1.8mt of soft sand was granted at Shellingford in 2020 and there is another planning application outstanding at the end of 2020.
27. Total permitted reserves for Soft Sand at the end of 2019 were 3.047mt (12.5-year landbank) and at the end of 2020 were 3.915mt (16.1-year landbank).

Crushed Rock

28. At the end of 2019 and 2020, there are 14 sites with planning permission for Crushed Rock extraction. There are 11 active sites and 3 inactive sites. A planning permission for 1.8mt of Crushed Rock was granted at Shellingford in 2020 and there were three planning applications for crushed rock outstanding at the end of 2020.
29. Total permitted reserves for Crushed Rock in Oxfordshire at the end of 2019 were 6.741mt. (5.96year landbank) and at the end of 2020 were 7.151mt (9.19year landbank).

Core Strategy Requirements

30. The Core Strategy sets out requirements for Sharp Sand and Gravel, Soft Sand and Crushed Rock for the Plan Period based upon the LAA2014 provision rates.
31. Taking into account the sales since 2014 and the minerals available to be worked over the Plan Period, the remaining required minerals to meet the Core Strategy are set out below:

	Core Strategy Requirements (2014-2031) (Mt – Million tonnes)	Remaining Core Strategy Requirements identified through LAA 2020	Remaining Core Strategy Requirements identified through LAA 2021
Sharp Sand and Gravel	18.27mt	2.73mt	1.638mt
Soft Sand	3.402mt	0	0
Crushed Rock	10.512mt	0	0

Local Aggregate Assessment Requirements

32. The annual Local Aggregate Assessments (LAA2020, LAA2021) provide the provision figures to maintain a steady and adequate supply of mineral over the Plan period. This is also needed to inform the Core Strategy review and the preparation of the Site Allocations Plan.
33. To identify how much mineral we need to meet the LAA requirements we have used the LAA 2014-2018 up until 2018 and then taken the LAA2019, LAA2020 and LAA 2021 provision figure to the end of the Plan Period.
34. Taking into account the sales since 2014 and the minerals available to be worked over the Plan Period, the remaining required minerals to meet the LAA Requirements are set out below:

	Local Aggregate Assessment Requirements (2014-2018)	Local Aggregate Assessment 2020 Remaining Requirements	Local Aggregate Assessment 2021 Remaining Requirements
Sharp Sand and Gravel	18.27mt	2.73million tonnes	1.638million tonnes

Soft Sand	4.104mt	0.077mt	0
Crushed Rock	13.034mt.	1.842mt	0.895mt

Supply Conclusion

35. To meet the Core Strategy Requirements, the Sites Allocation Plan based on the LAA2020 findings would only have needed to identify sites meet the need for 2.73million tonnes of Sharp Sand and Gravel. In light of the LAA2021 we would only need to identify sites to meet the need of 1.63million tonnes.
36. However only identifying sites to meet the Core Strategy requirement will not address us falling below our required 10-year landbank for Crushed Rock. Therefore, it would not meet the requirements of the NPPF.
37. Our intention had been to address this landbank issue through identifying sites through our Site Allocations Document based on the latest Local Aggregate Assessment requirements.
38. However, following a review of the evidence for the Core Strategy and the Inspector's Reports and advice from our "critical friend" North Northamptonshire Council, we concluded that the Site Allocations Document is required to identify only the sites needed to meet the requirement as set out for the Core Strategy above; not the requirements of the latest Local Aggregates Assessment (LAA). Consequently, the landbank for Crushed Rock issue will not be able to be addressed through the Site Allocations Document at this current stage.
39. We are therefore intending to carry out a consultation on a Core Strategy Review, which at this stage has identified the need for a Partial Update of the Core Strategy in relation to Policy M2.
40. Based on this Review and Partial Update, we will then be able to identify additional future sites, as needed for Sharp Sand and Gravel, Soft Sand and Crushed Rock to meet the LAA identified mineral requirements over the Plan Period.
41. The LAA2020 for the 2019 data shows that based on Local Aggregates Assessments we will need to identify sites to meet the following need:
 - **Sand and Gravel– 2.73million tonnes.**
 - **Soft Sand - 0.077 million tonnes**
 - **Crushed Rock - 1.842 million tonnes**
42. However, the LAA2021 includes the more recent 2020 data shows that based on Local Aggregates Assessments we will need to identify sites to meet the following need:
 - **Sand and Gravel– 1.63million tonnes.**
 - **Soft Sand - 0 million tonnes**
 - **Crushed Rock - 0.895million tonnes**

Recycled and Secondary Aggregate sites

43. At the end of 2019, Oxfordshire's capacity to produce recycled and secondary aggregate in 2019, as recorded for the SEEAWP survey was approximately 562,000tonnes. Permitted Capacity taken from planning decisions, application statements and previous survey findings at the end of 2019 was 1.484mt.
44. At the end of 2020, Oxfordshire's capacity to produce recycled and secondary aggregate was approximately 0.824mt. Permitted Capacity taken from planning decisions, application statements and previous survey findings at the end of 2020 was 1,484,199mt

Rail Depots

45. Oxfordshire has four permitted rail depots, three of which are operational. We were unable to get returns for 2019 data, however we received the data in 2020, The combined sales from the three railhead depots operational represented 74% of the total throughput capacity of these three depots. If the permitted railhead depot at Shipton on Cherwell is developed, the capacity will be increased.

Relationships with other MPA's

46. Every county in the UK has to import aggregates because none possess the geology necessary to produce all the types of aggregate required. All sales which reflect supply and demand are tracked in the four (six) yearly national aggregate surveys.
47. The most recent is the 2019 Aggregates Minerals Survey for England and Wales (AM2019) which was undertaken by British Geological Survey (BGS) under a contract with the Ministry of Housing, Communities and Local Government (MHCLG). The AM2019 sets out aggregate movements at a sub-regional level and Mineral Planning Authority level. It does not separate Soft Sand and Sharp Sand and Gravel.
48. Annex 3 and Appendix 2 of the LAA2020 provide greater detail on the quantity of mineral Oxfordshire exports, imports and consumes .
49. Total primary aggregate sales within Oxfordshire have increased since 2014, however the South East as a whole has seen an overall decrease.
50. Oxfordshire has increased in Land Won Sand and Gravel sales since 2014, though sales in Crushed Rock sales have decreased in the same period.
51. Comparison of the AM2009, AM2014 and AM2019 results show that Oxfordshire is now a net exporter of Sand and Gravel and Crushed Rock.
52. For Sand and Gravel, the exports doubled in 2014 from those in 2009 and have doubled again in 2019.

53. The table below provides a summary of the amount of Mineral we exported in 2019.

Destination	Land won sand and gravel	MPA%	AWP%	Crushed Rock	MPA	AWP%
Oxfordshire	772	62%		260	31%	
South East	369	30% ²		404	48%	
Elsewhere	43	3%		178	21%	
Unallocated	64	5%				
	1248	100%	20%	843	100%	42%

Sand and Gravel Imports and Exports

54. Exports make up approximately 38% of Oxfordshire's total sand and gravel sales. The majority of exports were to within the South East. Hampshire and the Isle of Wight were one of the main Authorities that Oxfordshire exported sand and gravel to, along with Buckinghamshire & Milton Keynes.
55. Oxfordshire imported 0.128mt of Land won Sand and Gravel, up slightly from 2014, and 0.007mt tonnes of Marine Sand and Gravel.
56. This was mainly from Cambridgeshire, Lincolnshire, Staffordshire and Wiltshire as Oxfordshire imported between 1 % and 10% from each of these Authorities.
57. In total Oxfordshire made up 6.3% of the Sand and Gravel imports into the South East Region.

Crushed Rock Imports and Exports

58. Oxfordshire changed from a net importer of Crushed Rock in 2014 to a net exporter in 2019. Oxfordshire exported over half a million tonnes of Crushed Rock in 2019 compared with importing 356,000 tonnes from outside the County. This is a change from 2014 where we were a net importer.
59. Table 6.3 shows that exports make up approximately 69% of Oxfordshire's total sales. The majority of exports were within the South East. Figures show that Northamptonshire was one of the main Authorities that Oxfordshire exported Crushed Rock to, along with Buckinghamshire & Milton Keynes, Warwickshire and Berkshire.
60. With such considerable exports occurring with Oxfordshire's minerals, it is felt further work is required to fully understand the implications of this on the Oxfordshire Minerals and Waste Local Plan and future LAA's. Officers will continue to review any additional information in relation to Mineral movements

² There appears to be a print error in the AM2019 survey as has this figure as 60% but doesn't reflect 369,000 tonnes as a total 1,248,000 tonnes. Recalculated for this LAA as 30%

from the British Geological Survey BGS / Ministry of Housing, Communities and Local Government (MHCLG) AM2019 Survey as it may become available.

61. Imports and Exports will therefore remain a significant consideration in planning for future provision, both through the Core Strategy review and the Site Allocations Plan. These factors shall be monitored under the Duty to Cooperate and, if necessary, Statements of Common Ground between Authorities.

Factors affecting supply and demand

62. 2019 saw an increase in sales of all primary aggregate compared to 2018. Whereas 2020 saw a decrease in both Sharp Sand and Gravel and Soft Sand. Whether this decrease can be attributed to Covid, it is too early to say.
63. There are a number of major infrastructure projects as well as local housing and transport projects planned for over the Plan period, that could affect demand for aggregate. These include economic growth; population growth and house construction; major infrastructure projects and key developments. As well as consideration of the impacts of imports and exports now that the AM2019 has been published
64. In concluding Oxfordshire's LAA 2020 and 2021, due to indications of continued growth and predicted future growth in economic and construction activity, it is intended to maintain the LAA2019 level provision figures, and these are:
- **Sand and Gravel – 1.015mtpa**
 - **Soft Sand – 0.243mtpa**
 - **Crushed rock – 0.778mtpa**
65. The LAA2020 for the 2019 data shows that based on Local Aggregates Assessments we will need to identify sites to meet the following need:
- **Sand and Gravel– 2.73million tonnes.**
 - **Soft Sand - 0.077 million tonnes**
 - **Crushed Rock - 1.842 million tonnes**
66. However, the LAA2021 which includes the more recent 2020 data shows that based on Local Aggregates Assessments we will need to identify sites to meet the following need:
- **Sand and Gravel– 1.63million tonnes.**
 - **Soft Sand - 0 million tonnes**
 - **Crushed Rock - 0.895 million tonnes**
 - **Recycled and Secondary Aggregates- 0.926mtpa**

Corporate Policies and Priorities

67. The Local Aggregates Assessments 2020 and 2021 contribute to the corporate policy on climate change, the vision for thriving communities and thriving

economy. It sets out the requirements for the raw materials required for growth following a full review of various factors. By recording and reviewing the supply and demand for minerals, it ensures we plan for future development well related to its need and based on the principles of sustainable development.

Financial Implications

68. The Minerals and Waste Plan is included within the work priorities of the Environment and Place Directorate and is in part being progressed within the existing mainstream budget for the Council's minerals and waste policy function. The LAA forms part of this work-stream and it does not raise any additional financial or staff implications section must be included in every report unless purely procedural.

Comments checked by:

Rob Finlayson, Finance BP, Rob.Finlayson@oxfordshire.gov.uk

Legal Implications

69. Under the Planning and Compulsory Purchase Act 2004 (as amended) and the NPPF, the Council is required to prepare, monitor and, as necessary, review a minerals and waste local plan. An annual LAA, as required by the NPPF, is an essential part of the evidence base for a "sound" minerals and waste local plan and is also needed to enable the plan to be monitored. Under the Localism Act 2011, the Council is required to meet the duty to cooperate in the preparation of local plans and related activities in relation to strategic matters.

Comments checked by:

Jennifer Crouch, Principal Solicitor Environmental,
Jennifer.crouch@oxfordshire.gov.uk

Staff Implications

70. The Minerals & Waste Local Plan is included within the work priorities of the Environment and Place Directorate. The programme for preparation of the Minerals and Waste Local Plan Documents takes into account the availability of staff and financial resources relative to the work expected to be required. The County Council considers the programme in this scheme to be realistic, subject to no significant unforeseen circumstances arising.
71. The plan will be prepared in-house by the Council's Minerals and Waste Policy Team of three officers (Minerals and Waste Local Plan Manager, Principal and Planning Policy Officer), under the direction of the Assistant Director Strategic Infrastructure and Planning and the Corporate Director for Environment & Place. The team will, as required, draw on: administrative and technical support from

within the wider Service; specialist input, particularly on transport, landscape, ecology and archaeology, from elsewhere within the Council; and input on communications from within the Council.

72. Due to the resources required for the additional evidence gathering and to see the Plan through to adoption, external consultant support has been sought and appointed. Consultants will assist with the technical background work required to prepare the Site Allocations Document, including the Sustainability Appraisal, Site Assessments, Habitats Regulation Assessment and Strategic Flood Risk Assessment.
73. Additional external consultants and temporary staff will be used where necessary, in particular if required to provide specialist input that is not available within the Council. This may include support on: Local Aggregate Assessment; Waste Needs Assessment; Authorities Monitoring Report and facilitation of stakeholder meetings.

Equality & Inclusion Implications

74. None have been specifically identified

Sustainability Implications

75. As the two LAA's set out findings and conclusions on aggregates in Oxfordshire and they do not change any provision rates, a Climate Change Assessment is not required. A Climate Change Assessment will be required for the Partial Update on the Core Strategy and Site Allocations Plan.

Risk Management

76. Having an up to date and robust LAA in place is necessary for the effective monitoring of the adopted Core Strategy and to provide an indicator for when consideration needs to be given to review of the plan. It will assist the preparation of the Site Allocations Plan including in helping the Council to demonstrate that the Core Strategy continues to provide a sound basis for it. It will be an important factor in the determination of planning applications for mineral working where the size of the landbank is a material consideration.

Consultations

77. The NPPF requires the Council to consult and take into account the advice of the South East England Aggregate Working Party (SEEAWP); a draft revised Oxfordshire LAA 2020 and LA2021 is due to be considered by SEEAWP. Comments from this meeting will be provided orally to Corporate Director and Cabinet Member before publication of the LAA2020 and LAA2021. There is no requirement for wider consultation on LAAs. This is a technical document that

will form part of the evidence base of future Plan preparation and as such will be published alongside the Core Strategy Review and Site Allocations Plan.

Bill Cotton
Corporate Director Environment and Place

Annex: Annex 1: Summary of Key Data 2019
 Annex 2: Summary of Key Data 2020
 Annex 3: Comparison of Imports and Exports 2019
 Annex 4: Oxfordshire Local Aggregate Assessment 2020
 Annex 5: Oxfordshire Local Aggregate Assessment 2021

Background papers: Local Aggregate Assessment 2018
 Collation of the results of the 2019 Aggregates Minerals
 Survey for England and Wales

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November 2021

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Annex 1 - Oxfordshire Summary of Key Data 2019

Summary – Oxfordshire County Council 2019									
Quarry Sales	2019 Sales (Mt) & Trend	Average (10-yr) Sales & Trend	Average (3-yr) Sales & Trend	LAA 2020 Rate (Mt) ²	Reserve (Mt)	Landbank (years)	Allocations (years)	Capacity (Mtpa)	Comments
Soft Sand	↑ 0.254	↑ 0.211	↑ 0.252	0.243	3.047	12.5	N/A	0.375	Capacity not provided in MHCLG survey. For 2019 previous survey responses and planning decisions were used.
Sharp Sand & Gravel	↑ 0.994	↑ 0.646	↑ 0.831	1.015	12.075	11.9	N/A	1.900	Capacity not provided in MHCLG survey. For 2019, previous survey responses and planning decisions were used.
Crushed Rock	↑ 0.843	↑ 0.649	↑ 0.820	0.778	6.741	5.96	N/A	1.645	Capacity not provided in MHCLG survey. For 2019 previous survey responses and planning decisions were used.
Recycled / Secondary Aggregates	↓ 0.372	N/A	N/A	0.926	N/A	N/A	N/A	0.562	31% response rate from operators. So, the sales and capacity figure are very low. It is believed to actually be higher. See Supply Chapter
Rail Depot Sales (Sand & Gravel)	c	c	c	c	c	c	c	c	Due to confidentiality due to two operators of the four sites, we are unable to share these figures
Rail Depot Sales (Crushed Rock)	c	c	c	c	c	c	c	c	Due to confidentiality, we are unable to share these figures
General Comments									

MHCLG and the BGS undertook the 2019 survey, published in 2021. Aggregate sales are taken from this survey's findings. Recycled and Secondary Aggregate and Rail Depot findings were the responsibility of Oxfordshire County Council for 2019.

There has been an increase in all aggregate demand in Oxfordshire given the increase in planned future infrastructure delivery. There has been a slight drop in Recycled and Secondary Aggregates, but the response rate for this part of the Survey was 31% therefore it is expected to be higher

The LAA Rate of 1.015mt for sharp sand and gravel as set in the LAA2014 and each subsequent LAA, and also contained within the Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy, has been maintained as it is felt this reflects the level of future demand and the current sales figures.

The LAA rate for Soft Sand and Crushed Rock was increased in the LAA2019. This has been maintained within this LAA as demand has continued to rise.

Using the Crushed Rock LAA Rate, we have fallen below the required 10-year landbank. This issue will be considered within the Core Strategy Review and the work on the Minerals and Waste Local Plan Part 2: Site Allocations Plan. There were also two planning applications outstanding at the end of 2019, which would increase the landbank if permitted.

Annex 2 - Oxfordshire Summary of Key Data 2020

Summary – Oxfordshire County Council 2020									
Quarry Sales	2020 Sales (Mt) & Trend	Average (10-yr) Sales & Trend	Average (3-yr) Sales & Trend	LAA 2021 Rate (Mt) ²	Reserve (Mt)	Landbank (years)	Allocations (years)	Capacity (Mtpa)	Comments
Soft Sand	↓ 0.210	↑ 0.218	↓ 0.239	0.243	3.915	16.11	N/A	0.365	LAA rate remains at 0.243mtpa Landbank above 10-year requirement
Sharp Sand & Gravel	↓ 0.830	↑ 0.683	↑ 0.873	1.015	11.439	11.27	N/A	2.072	LAA rate remains at 1.015mtpa Landbank above 10-year requirement
Crushed Rock	↑ 1.087	↑ 0.730	↑ 0.894	0.778	7.151	9.19	N/A	1.950	LAA rate remains at 0.778mtpa Landbank below 10-year requirement
Recycled / Secondary Aggregates	↑ 0.439	N/A	N/A	0.926	n/a	N/A	N/A	0.824	Only 10 operators responded, so for this survey we used last 3 years sales for those we had details from previous data from. Gave a 58% operator detail
Rail Depot Sales (Sand & Gravel)	c	c	c	c	c	c	c	c	Due to confidentiality due to two operators of the four sites, we are unable to share these figures
Rail Depot Sales (Crushed Rock)	c	c	c	c	c	c	c	c	Due to confidentiality, we are unable to share these figures

General Comments

2020 saw the Global Pandemic due to Covid. This was a highly unusual year as the Country was in lockdown, with different industries opening at different times.

There has been a decrease in all Sand and Gravel sales in Oxfordshire, but a significant increase in Crushed Rock Sales.

There has been a further drop in Recycled and Secondary Aggregates, but this could be due to lockdown.

A permission at Shellingford was granted in 2020, which added additional reserves to soft sand and crushed rock reserves.

The LAA Rate of 1.015mt for sharp sand and gravel has as set in the LAA2014 and each subsequent LAA, and also contained within the Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy, has been maintained as it is felt this reflects the level of future demand and the current sales figures.

The LAA rate for Soft Sand and Crushed Rock have been maintained within this LAA, though whilst soft sand sales fell this year and crushed rock was considerably higher than previous years, the full implications of Covid and the lockdown on the operation of sites, and the planned growth is as yet unknown.

Using the Crushed Rock LAA Rate, we are still below the required 10-year landbank for the third consecutive year. This issue will be considered within the Core Strategy Review and the work on the Minerals and Waste Local Plan Part 2: Site Allocations Plan.

Annex 3 - Imports, Exports and Consumption of Primary Aggregates in Oxfordshire

2009, 2014, 2020 (millions of tonnes) (Source: Collation of the Results of the 2019 Aggregates Minerals Survey for England and Wales, MHCLG, August 2021 and Collation of the Results of the 2014 Aggregates Minerals Survey for England and Wales, DCLG, October 2016, Collation of the Results of the 2019 Aggregates Minerals Survey for England and Wales, DCLG, October 2011)

	Sand and Gravel 2009	Crushed Rock 2009	All Primary Aggregates 2009	Sand and Gravel 2014	Crushed Rock 2014	All Primary Aggregates 2014	Sand and Gravel 2019	Crushed Rock 2019	All Primary Aggregates 2019
A. Production / Sales in Oxfordshire	0.628	0.363	0.991	0.869	1.061	1.93	1.248	0.843	2.091
B. Exported out of Oxfordshire	0.140	0.179	0.319	0.221	0.347	0.568	0.476	0.582	1.058 ¹
C. Produced and consumed in Oxfordshire (A – B)	0.487	0.184	0.672	0.648	0.714	1.362	0.772	0.261	1.033
D. Imported into Oxfordshire	0.270	0.441	0.711	0.117	0.787	0.904	0.128	0.356	0.484
E. Total Consumption in Oxfordshire (C + D)	0.757	0.625	1.383	0.765	1.501	2.266	0.900	0.617	1.517

The equivalent figures for 2005 are not available because Oxfordshire was grouped with Buckinghamshire and Berkshire in the A M2005 Report.

No equivalent information can be derived from the earlier AM2001 Survey report, because all results are presented on a regional basis and there are no local figures.

¹ This included the unallocated. It should be noted that some of this may have been consumed in Oxfordshire.

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OXFORDSHIRE LOCAL AGGREGATE ASSESSMENT 2020

October 2021

Prepared by Oxfordshire County Council
October 2021 (including information provided 2014 by LUC and Cuesta Consulting
Limited)

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1.Oxfordshire Summary of Key Data 2019

Summary – Oxfordshire County Council 2019									
Quarry Sales	2019 Sales (Mt) & Trend	Average (10-yr) Sales & Trend	Average (3-yr) Sales & Trend	LAA 2020 Rate (Mt) ²	Reserve (Mt)	Landbank (years)	Allocations (years)	Capacity (Mtpa)	Comments
Soft Sand	↑ .254	0.211	0.252	0.243	3.047	12.5	N/A	0.375	Capacity not provided in MHCLG survey. For 2019 previous survey responses and planning decisions were used.
Sharp Sand & Gravel	↑ .994	0.646	0.831	1.015	12.075	11.9	N/A	1.900	Capacity not provided in MHCLG survey. For 2019 previous survey responses and planning decisions were used.
Crushed Rock	↑ .843	0.649	0.820	0.778	6.741	5.96	N/A	1.645	Capacity not provided in MHCLG survey. For 2019 previous survey responses and planning decisions were used.
Recycled / Secondary Aggregates	↓ .372	N/A	N/A	0.926	N/A	N/A	N/A	0.562	31% response rate from operators. So, the sales and capacity figure are very low. It is believed to actually be higher. See Supply Chapter

Rail Depot Sales (Sand & Gravel)	c	c	c	c	c	c	c	C	Due to confidentiality due to two operators of the four sites, we are unable to share these figures
Rail Depot Sales (Crushed Rock)	c	c	c	c	c	c	c	C	Due to confidentiality, we are unable to share these figures

General Comments

MHCLG and the BGS undertook the 2019 survey, published in 2021. Aggregate sales are taken from this survey's findings. Recycled and Secondary Aggregate and Rail Depot findings were the responsibility of Oxfordshire County Council for 2019.

There has been an increase in all aggregate demand in Oxfordshire given the increase in planned future infrastructure delivery. There has been a slight drop in Recycled and Secondary Aggregates, but the response rate for this part of the Survey was 31% therefore it is expected to be higher

The LAA Rate of 1.015mt for sharp sand and gravel as set in the LAA2014 and each subsequent LAA, and also contained within the Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy, has been maintained as it is felt this reflects the level of future demand and the current sales figures.

The LAA rate for Soft Sand and Crushed Rock was increased in the LAA2019. This has been maintained within this LAA as demand has continued to rise.

Using the Crushed Rock LAA Rate, we have fallen below the required 10-year landbank. This issue will be considered within the Core Strategy Review and the work on the Minerals and Waste Local Plan Part 2: Site Allocations Plan. There were also two planning applications outstanding at the end of 2019, which would increase the landbank if permitted.

2.Executive Summary

- 2.1 The National Planning Policy Framework, July 2021 (NPPF) states that mineral planning authorities should prepare an annual Local Aggregate Assessment (LAA)
- 2.2 The LAA is required to:
- Forecast the demand for aggregates based on average 10 years' sales data and other relevant local information;
 - analyse all aggregate supply options; and
 - assess the balance between demand and supply.
- 2.3 This is the eighth LAA for Oxfordshire and includes the 2019 aggregate sales and reserves data for the County. The 10-year period covered by this LAA is 2010 up to 2019 and the three-year period is 2017 – 2019.
- 2.4 The primary aggregate figures within this LAA2020 are taken from the 2019 Aggregates Minerals Survey for England and Wales (AM2019). This survey was undertaken by British Geological Survey (BGS) under a contract with the Ministry of Housing, Communities and Local Government (MHCLG). The Recycled and Secondary Aggregate figures and Rail Depots are taken from the County Council Annual Monitoring Survey, carried out on behalf of SEEAWP as this was not covered by the BGS Survey.

Demand

Sand and Gravel

- 2.5 Sales of sharp sand and gravel increased considerably in 2019 to 0.994mt. They were the highest sales since 2006. There was an increase in the 10-year sales average of 0.646mt. The 3-year sales average of sharp sand and gravel increased by 16% to 0.831mt and is higher than the 10-year average. Both are still below the LAA provision figure.
- 2.6 Having considered the sales trends and other relevant information contained within this report, the LAA2020 provision figure for sharp sand and gravel will remain at 1.015mtpa to accurately reflect the current situation and to ensure soft sand provision for the future.
- 2.7 Sales of soft sand in 2019 were 0.254mt, virtually the same as in 2018, though again they are at the highest level since 2004. The 10-year sales average increased by 4.5% to 0.211mt, above the Core Strategy provision figure of 0.189mtpa, however it is slightly below the LAA2019 figure of 0.243mtpa. The 3-year sales average also increased by 4.5% and is 19.5% higher than the 10-year average and higher than the LAA2019 requirement.
- 2.8 Having considered the sales trends and other relevant information contained within this report, there is not sufficient evidence at this time that would require us to change the LAA figure as set in the LAA2019. The LAA2020 provision figure will therefore remain as at 0.243mtpa to accurately reflect the current situation and to ensure soft sand provision for the future.

Crushed Rock

- 2.9 Sales of crushed rock increased 12% in 2019 to 0.843mt which in turn saw the 10-year sales average increase 8% to 0.601mtpa. This is above the Core Strategy provision figure of 0.584mtpa, yet below the LAA2019 provision rate of 0.778. The 3-year sales average rose by 5.5% (0.820mt) on the previous 3-year period and is now higher than the LAA2019 provision rate.
- 2.10 Having considered the sales trends and other relevant information contained within this report, there is not sufficient evidence at this time that would require us to change the LAA figure as set in the LAA2019.
- 2.11 The LAA2020 provision figure for crushed rock will therefore remain at 0.778mtpa to accurately reflect the current situation and to ensure provision for the future.

Rail Depots

- 2.12 Oxfordshire County Council were responsible for undertaking the survey of the rail depots, as this was not covered by the BGS survey. We had no response to our request. We believe that this poor response is due to the AM survey having been split between the BGS and Oxfordshire County Council. This would have resulted in more administration from the operators, and would have required more forms to be completed by operators. This request for information also came at a time of reduced access to offices and records due to Covid. So, it has been decided to continue using the 2018 figures until the 2020 figures can be obtained.
- 2.13 In 2018 the sales of crushed rock imported to Oxfordshire through rail depots were almost the same in 2018 as in 2017 and were consistent with levels over the previous 3 years. Due to confidentiality, we are unable to publish the yearly figures though we can say that they have been at a significantly higher rate than 2014 and that they are two and half times that of 2007.

Recycled and Secondary Aggregates

- 2.14 Sales of recycled and secondary aggregates recorded in the survey were 372,000 tonnes in 2019. This year, whilst the Primary Aggregate information was collated by the BGS, the survey of Recycled and Secondary Aggregate was undertaken by Oxfordshire County Council. 2019 had a very poor response to the survey with only 31% of operators returning their figures for recycled and secondary aggregate facilities.
- 2.15 As with Rail Depots, it is believed that this poor response is due to the AM survey having been split between the BGS and Oxfordshire County Council, requiring more forms and administration to be completed by operators. Along with the reduced access to offices and records due to Covid.
- 2.16 Having considered the sales trends and other relevant information contained within this report, the LAA 2020 figure for recycled and secondary aggregate should be the provision figure set in the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy 2017, Policy M3 which is 0.926mtpa.

Supply

Sand and gravel

- 2.17 At the end of 2019, Oxfordshire had 11 sand and gravel quarries within Oxfordshire, two not yet commenced and two currently inactive. No planning permissions were granted in 2019 and there was one sharp sand and gravel planning application outstanding.
- 2.18 Total permitted reserves of sharp sand and gravel in Oxfordshire at the end of 2019 were 12.075mt. Using the Core Strategy/LAA2020 provision figures of 1.015mtpa, this gives a landbank of 11.9 years.
- 2.19 In terms of the plan period, the provision figure for sharp sand and gravel of 1.015mtpa multiplied by the plan period of 18 years, gives a total provision requirement of 18.27mt for the period 2014 to 2031.
- 2.20 Taking into account sales in 2014 – 2019 (total 4.522mt), and reserves that are expected to be worked until after the plan period (10.988mt), the remaining requirement for the period to 2031 is 2.73 mt.

Soft Sand

- 2.21 In Oxfordshire, at the end of 2019, there are eight active sites with planning permission for soft sand extraction. No planning permissions were granted in 2019 and there were two planning applications outstanding at the end of 2019.
- 2.22 Total permitted reserves for soft sand in Oxfordshire at the end of 2019 were 3.047mt. Using the latest LAA provision figures this gives a landbank of 12.5 years.
- 2.23 If we are to meet the Core Strategy Requirement of 3.402 million tonnes over the Plan period, then there is no further requirement for soft sand over the Plan Period.
- 2.24 However to meet the LAA2020 requirements and maintain a steady and adequate supply of mineral over the Plan period, we have used the LAA 2014-2018 figure of 0.189mtpa, up until it was increased to 0.243mpa through the LAA2019, giving a total requirement over the Plan period of 4.104 million tonnes.
- 2.25 Taking into account sales in 2014 – 2019 (total 1.447), and reserves that are expected to be worked until after the plan period (2.58 mt), the remaining requirement for the period to 2031 is 0.077 mt.

Crushed Rock

- 2.26 At the end of 2019, there are 14 sites with planning permission for crushed rock extraction. There are 11 active sites and 3 inactive sites. No planning permissions were granted in 2019 and there were two planning applications outstanding at the end of 2019

- 2.27 Total permitted reserves for Crushed Rock in Oxfordshire at the end of 2019 were 6.741mt. Using the latest LAA provision figures this gives a landbank of years 5.96, which is below the 10 years required by the NPPF.
- 2.28 If we are to meet the Core Strategy Requirement of 10.512million tonnes over the Plan period, then there is no further requirement for Crushed Rock over the Plan Period.
- 2.29 However to meet the LAA requirements and maintain a steady and adequate supply of mineral over the Plan period, we have used the LAA 2014-2018 figure of 0.584mtpa, up until it was increased to 0.778mpa through the LAA2019, giving a total requirement over the Plan period of 13.034 million tonnes.
- 2.30 Taking into account sales in 2014 – 2019 (total 5.151), and reserves that are expected to be worked until after the plan period (6.041mt), the remaining requirement for the period to 2031 is 1.842 mt.
- 2.31 To meet the Core Strategy Requirements, we will need to identify sites within the Site Allocations Plan to meet the following need:
- **Sand and Gravel – 2.73 million tonnes**
 - **Soft Sand - 0 million tonnes**
 - **Crushed rock - 0 million tonnes**
- 2.32 However only identifying sites to meet the Core Strategy requirement will not address our falling below our required 10-year landbank for Crushed Rock nor will it meet the requirements of the NPPF.
- 2.33 Our intention had been to address this landbank issue and identify sites through our Site Allocations Document based on the latest Local Aggregate Assessment requirements.
- 2.34 However, following a review of the evidence for the Core Strategy and the Inspector's Reports and advice from our "critical friend" North Northamptonshire Council, it has been determined that the Site Allocations Document is required to identify only the sites needed to meet the requirement as set out for the Core Strategy above; not the requirements of the latest Local Aggregates Assessment (LAA). Consequently, the landbank for Crushed Rock issue will not be able to be addressed through the Site Allocations Document at this current stage.
- 2.35 We are therefore intending to carry out a consultation on a Core Strategy Review, which at this stage has identified the need for a Partial Update of the Core Strategy in relation to Policy M2.
- 2.36 Based on this Review and Partial Update, we will then be able to identify additional future sites for sharp sand and gravel, soft sand and crushed rock to meet the LAA identified mineral requirements over the Plan Period.
- 2.37 This LAA2020 shows that based on Local Aggregates Assessments we will need to identify sites to meet the following need:

- **Sand and Gravel – 2.73million tonnes.**
- **Soft Sand - 0.077 million tonnes**
- **Crushed rock - 1.842 million tonnes**

Recycled and secondary material sites

2.38 At the end of 2019, Oxfordshire's capacity to produce recycled and secondary aggregate in 2019, as recorded for the SEEAWP survey was approximately 562,000tonnes. It is noted that only around 31% of operators completed the survey and so the actual capacity is likely to be higher. Permitted Capacity taken from planning decisions, application statements and previous survey findings at the end of 2019 was 1,474,199 million tonnes.

Rail Depots

2.39 Oxfordshire has four permitted rail depots, three of which are operational. The combined sales from the three railhead depots operational in 2018 represent 88% of the total throughput capacity of these three depots. If the permitted railhead depot at Shipton on Cherwell is developed, the capacity will be increased.

Relationships with other MPA's

2.40 Every county in the UK has to import aggregates because none possess the geology necessary to produce all the types of aggregate required. All sales which reflect supply and demand are tracked in the four (six) yearly national aggregate surveys.

2.41 The most recent is the 2019 Aggregates Minerals Survey for England and Wales (AM2019) was undertaken by British Geological Survey (BGS).The AM2019 sets out aggregate movements at a sub-regional and Mineral Planning Authority level.

2.42 Total primary aggregate sales within Oxfordshire have increased by 8% since 2014, however the South East as a whole has seen an overall decrease of 7% in total primary aggregate sales.

2.43 Oxfordshire have increased in Land Won Sand and Gravel sales by 44% since 2014, though sales in Crushed Rock sales have decreased by 20% since 2014

2.44 Comparison of the AM2009, AM2014 and AM2019 results show that Oxfordshire is a net exporter of sand and gravel since 2014. From 140,000 in 2009, doubling to 221,000 tonnes in 2014, and in 2019 doubling again to 476,000 tonnes. Exports make up approximately 38% of Oxfordshire's total sales. The majority of exports were to within the South East (30%) whilst 3% went elsewhere and 5% was unallocated on the Survey returns.

2.45 Oxfordshire imported 128,000 of Land won Sand and Gravel, up slightly from 117,000 tonnes in 2014, and 7000 tonnes of Marine Sand and Gravel.

- 2.46. Oxfordshire changed from a net importer of Crushed Rock in 2014 to a net exporter. Oxfordshire exported 582,000 tonnes of crushed rock in 2019 compared with importing 356,000 tonnes from outside the County. This is a change from 2014 where we were a net importer
- 2.47 Exports of Crushed Rock make up approximately 69% of Oxfordshires total sales. The majority of exports were within the South East (48%) whilst 21% went elsewhere.

Factors affecting supply and demand

- 2.48 2019 has seen an increase in sales of all primary aggregate compared to 2018. This is as a result of the majority of sites reporting an increase in sales for this year. In addition, in relation to particular sites, the sand and gravel at Cassington contained within the remaining plant site area, was being actively extracted during 2019, having been dormant previously. However, the permitted reserve at Stonehenge Farm, Stanton Harcourt still remains to be worked. New Barn Farm, Cholsey was permitted towards the end of 2018, and this is expected to commence in 2020, thereby enabling a further potential increase in overall sharp sand and gravel sales. There are two outstanding applications for Hatford and Shellingford quarry, which if granted would provide additional mineral reserves for sharp sand and gravel, soft sand and crushed rock between them.
- 2.49 There are also a number of major infrastructure projects as well as local housing and transport projects planned for over the Plan period, that could affect demand for aggregate. These include economic growth; population growth and house construction; major infrastructure projects and key developments.
- 2.50 2020 had a global pandemic (Covid) and this has had implications for the economic outlook, however this will be explored in greater detail in future LAA's not the LAA2020 for the year 2019.

Executive Summary Conclusion

- 2.51 The purpose of an annual Local Aggregates Assessment is to review the latest information available in order to forecast future demand as well as analysing all aggregate supply options and assessing the balance between supply and demand. The LAA sets the level of provision to be made for future supply of sand and gravel and crushed rock from quarries and the NPPF states the LAA should 'forecast future demand, based on a rolling average of 10 years' sales data and other relevant information, and an assessment of all supply options.'
- 2.52 Having reviewed the 2019 figures based on the 10-year sales average data, we also reviewed the 3-years sales average and assessed the implications of the continued growth that is planned across Oxfordshire. To ensure that

supply continues to meet demand the LAA Provision levels will continue for the LAA 2020 as follows:

- Sand and Gravel – 1.015mtpa
- Soft Sand – 0.243mtpa
- Crushed rock – 0.778mtpa
- Recycled and Secondary Aggregates- 0.926mtpa

2.53 Using these LAA provision levels and the Oxfordshire reserves at the end of 2019, the Landbank can be calculated as:

- Sand and Gravel – 11.9 years
- Soft Sand – 12.5 years
- Crushed Rock – 5.96 years

2.54 To meet the Core Strategy requirements, we will need to identify sharp sand and gravel sites to meet the following mineral requirements over the Plan Period.

- **Sand and Gravel -2.73 million tonnes.**

2.55 However to meet our Local Aggregate Assessment requirements, we will need to identify sites to meet the following mineral requirements over the Plan Period.

- **Sand and Gravel – 2.73million tonnes.**
- **Soft Sand - 0.077 million tonnes**
- **Crushed rock - 1.842 million tonnes**

3. Demand

Land Won Aggregate

3.1 These figures within this section are taken from two sources: the 2019 Aggregates Minerals Survey for England and Wales undertaken by British Geological Survey (BGS) under a contract with the Ministry of Housing, Communities and Local Government (MHCLG); and the historic aggregates monitoring surveys undertaken annually by the County Council on behalf of the SEEAWP.

Sharp Sand and Gravel Past Sales

3.2 Sales of sharp sand and gravel from quarries in Oxfordshire for the period 2010 – 2019 are shown in Table 3.1.

2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	10 year average	Last 3 year average
0.455	0.489	0.559	0.401	0.639	0.768	0.651	0.703	0.796	0.994	0.646	0.831

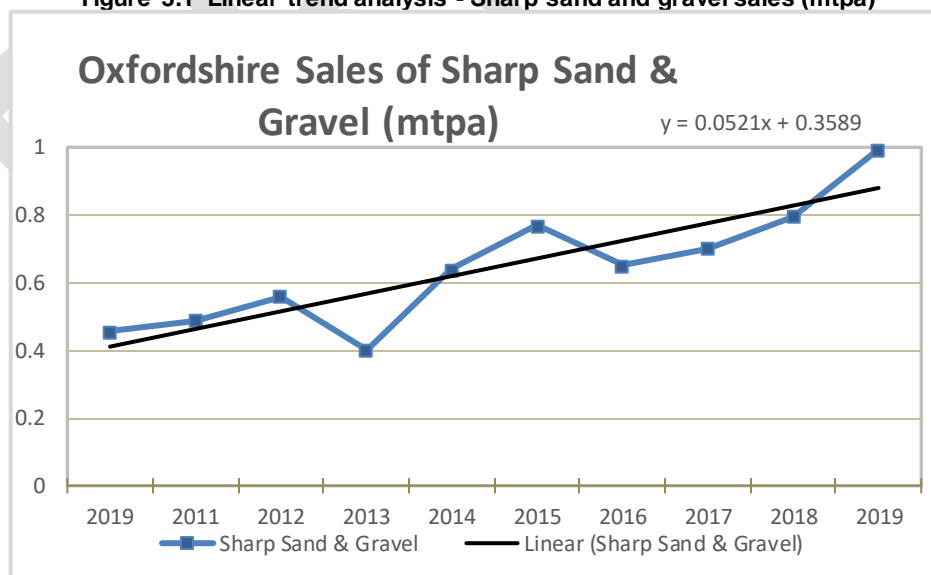
Table 3.1: Sales of Sharp Sand and Gravel 2010 – 2019 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys)

- 3.3 Sales of sharp sand and gravel significantly increase in 2019, with almost 200,000 additional tonnes sold compared to 2018. These are the highest sales¹ since 2006.
- 3.4 Sales between 2010 and 2013 show the effects of the economic recession and the closure of Caversham Quarry during 2013. This closure was due to exhaustion of reserves in 2012, pending grant of permission for an extension which was approved in August 2014 but not commenced until 2017. The recession and quarry closure are likely to have affected the total sales in 2013.
- 3.5 There was also a 15% fall in sales of sharp sand and gravel from quarries in Oxfordshire from 2015 to 2016. Most of this decrease was accounted for by sales at one quarry - Bridge Farm, Sutton Courtenay. The fall in sales at this quarry in 2016 was caused primarily by a break in production whilst the determination and issue of the planning permission to work the full depth of gravel in Phase 4b at Bridge Farm was awaited; the permission was issued on 17 May 2016.

¹ Appendix 1 – Historic Sales

- 3.6 The shortfall in supply from Bridge Farm during this time was made up by imports of marine dredged material, delivered by rail from East London into Appleford Sidings, Sutton Courtenay Depot. Crushed rock (limestone) was also imported by rail into this depot, from Somerset, and used to substitute sand and gravel. In 2017 sales of sand and gravel extracted from Bridge Farm, Sutton Courtenay Quarry returned to the 2015 level; and overall sales of sharp sand and gravel in Oxfordshire increased again. All these factors have had implications for the 10-year average.
- 3.7 However, since 2016 there has been a steady increase in sharp sand and gravel sales. 2019 has seen a 25% increase in sales of sharp sand and gravel compared to 2018.
- 3.8 This is as a result of the majority of sites reporting an increase in sales for this year. In addition, the sand and gravel at Cassington contained within the remaining plant site area, was being actively extracted during 2019, having been dormant previously. This rise is to be expected with the residential and commercial growth taking place within Oxfordshire
- 3.9 Based on linear trend analysis shown in Figure 3.1, the average rate of increase over the period 2010 to 2019 in Oxfordshire was 0.0521mtpa, giving a total increase of 0.521mtpa over the 10-year period with 2 intervals of decline. The periods of decline are discussed in 3.3-3.4.
- 3.10 There has been a 16% increase in the 3-year baseline period². The 3-year sales average of sharp sand and gravel is higher than the 10-year average.

Figure 3.1 Linear trend analysis - Sharp sand and gravel sales (mtpa)



Soft Sand Past Sales

² Oxfordshire County Council LAA2019

3.11 Sales of soft sand from quarries in Oxfordshire 2010–2019 are shown in Table 3.2.

2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	10 year average	3 year average
0.142	0.201	0.155	0.165	0.230	0.233	0.227	0.251	0.252	0.254	0.211	0.252

Table 3.2: Sales of Sharp Sand and Gravel 2010 – 2019 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys)

3.12 The sales for 2019 have not significantly changed since 2018 with only a 0.85% increase, though 2019 still has the highest level of soft sand sales since 2004.

3.13 Over the last 10 years, there has been an overall steady increase in the sales of soft sand in Oxfordshire. Linear trend analysis (Figure 3.2) over the period 2010 to 2019 reveals an average rate of increase of 0.0123mtpa for Oxfordshire, representing a total of 0.123mt (with four periods of decline) over the baseline period.

3.14 This is a 4.5% increase on both the previous 3-year baseline period and the 10-year baseline period, and again, is the highest level since 2004³. The 3-year sales average of soft sand has increased again to 0.252mtpa and is 19.5% higher than the 10-year average.

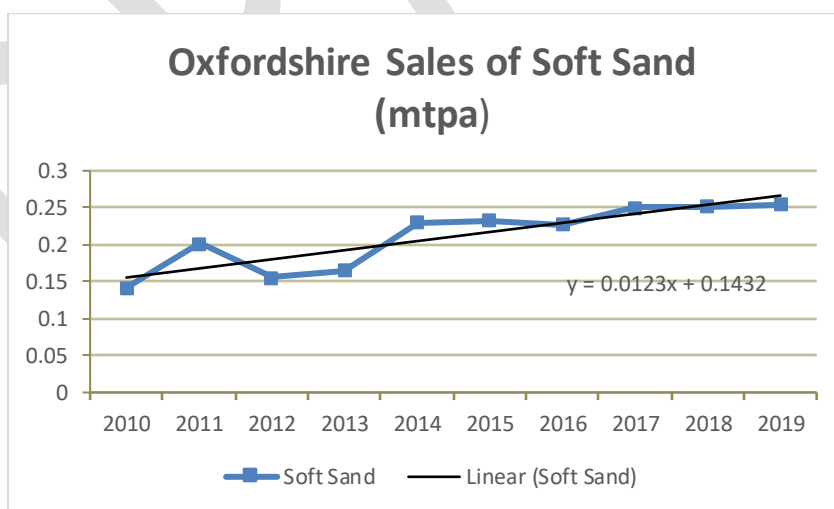


Figure 3.2 Linear trend analysis – Soft sand sales

Crushed Rock Past Sales

³ Appendix 1

3.15 Sales of crushed rock from quarries in Oxfordshire for the period 2010– 2019 are shown in Table 3.3.

2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	10 year average	3 year average
0.272	0.322	0.242	0.502	1.061	0.914	0.715	0.867	0.751	0.843	0.649	0.820

3.16 Historic records show that LAA2014 identified that the impact of the prolonged recession on crushed rock sales was more pronounced in Oxfordshire between 2010 and 2013. This was attributed to the fact that Oxfordshire’s crushed rock is generally suitable only for relatively low specification works and might therefore have been less resilient to the economic downturn than the higher specification rock types found in other parts of the country.

3.17 However, in the last year there has been a 12% increase in crushed rock sales, similar to those in 2017. This rise is to be expected with the residential and commercial growth taking place within Oxfordshire. Since 2014, crushed rock sales have been consistently higher than those at the start of the 10-year baseline period. In 2019 there was an 8% increase on the previous 10 year baseline period (Appendix 1).

3.18 The three-year average rose with a 5.5% increase on the previous 3-year period.

3.19 Linear trend analysis of crushed rock sales (Figure 3.3) over the period 2010 to 2019 reveals an average rate of increase of 0.0713mtpa for Oxfordshire. The resulting overall increase over that period is 0.713mt (4 periods of decline).

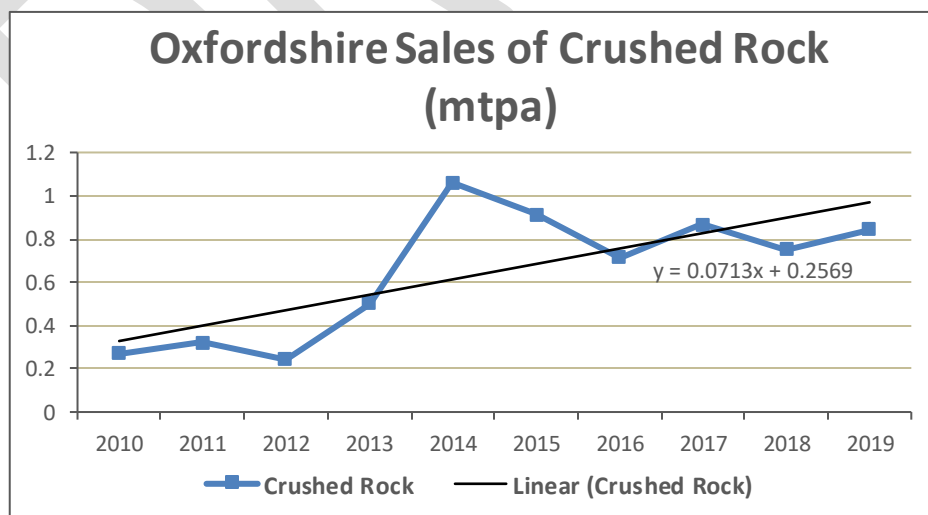


Figure 3.3 Linear trend analysis – Crushed rock sales

Secondary and Recycled Aggregate

- 3.20 Although reasonable data on recycling capacity is available for Oxfordshire, and whilst that may be indicative of increasing production and sophistication, there is only partial information on the actual levels of production and use of these materials.
- 3.21 Past aggregates monitoring surveys, for example, have not produced a full response from secondary and recycled aggregates site operators.
- 3.22 This year, whilst the Primary Aggregate information was collated by the BGS, the survey of Recycled and Secondary Aggregate was undertaken by Oxfordshire County Council. The 2019 survey had a very poor response with only 31% of operators returning their figures for recycled and secondary aggregate facilities.
- 3.23 As a result, 2019 has recorded one of the lowest sales records in Recycled and Secondary Aggregate; only 2014, 2011 and 2010 had been lower.
- 3.24 This poor response is likely due to: the AM survey having been split between the BGS and Oxfordshire County Council, requiring more forms and administration to be completed by operators; and the reduced access to offices and records due to Covid.
- 3.25 It is likely that the reported 2019 sales figures are significantly less than the total actual production.

2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	10 year average	3 year average
0.152	0.236	0.466	0.422	0.271	0.453	0.534	0.417	0.406	0.372	0.373	0.398

- 3.26 In a 2018 MPA⁴ Report, it was suggested that an alternative approach for considering secondary and recycled aggregate demand would be to assume 30% of all aggregates sales originate from recycled and secondary aggregate sites. This proportion has been assumed by industry for some years at the GB level. However, it is acknowledged there is lots of variation that depends on type of construction activity occurring and amount of hard demolition waste available.
- 3.27 If we were to apply this to Oxfordshire to all sand and gravel and crushed rock sales in 2019, this would give a recycled and secondary figure of 0.627million tonnes, which is considerably higher than our survey returns.

Imports of Secondary Aggregates

- 3.28 No known secondary aggregates are currently transported into Oxfordshire. This is largely due to the costs of transporting the material, and because the

⁴ Construction and Markets – South East MPA: Mineral Products Association - November 2018

exemptions from the aggregates levy, that gave secondary aggregates a cost advantage over primary aggregates were withdrawn in April 2014.

- 3.29 One potential exception to this is China Clay sand, produced as a by-product of China Clay (Kaolin) extraction in Cornwall and Devon. This commands prices high enough to justify the cost of long-distance sea or rail transport. These conditions do not, however, currently apply in Oxfordshire. There is no opportunity to transport by sea. Import by rail would be difficult both because of the need to double handle the material and because there is a current shortage of network capacity.

Rail Depots

- 3.30 There are three railhead depots in Oxfordshire used for importing aggregates, namely at Banbury, Kidlington and Sutton Courtenay, and these are safeguarded in the Oxfordshire Minerals and Waste Local Plan: Part 1 Core Strategy. These depots import crushed rock aggregates from the South West (Somerset) and the East Midlands (Leicestershire). There is planning permission for a further railhead aggregate depot at Shipton on Cherwell, but this has not yet been developed. There is also a depot at Hinksey Sidings, Oxford but this is used solely by the rail industry to bring in rail ballast for internal use on the rail network; it is currently operational but its use for the transshipment of rail ballast has been intermittent in the past.
- 3.31 Figures for imports of crushed rock by rail collected by Oxfordshire County Council are only available from 2007 onwards. Prior to that year only the regional totals are available.
- 3.32 Oxfordshire County Council were responsible for undertaking the survey of the rail depots, as this was not covered by the BGS survey. We had no response to our request. It is believed that this poor response is due to: the AM survey having been split between the BGS and Oxfordshire County Council, requiring more forms and administration to be completed by operators; and the reduced access to offices and records due to Covid
- 3.33 Therefore, the LAA2020, figures remain as at 2018. It is anticipated that the 2020 survey for LAA2021 will be more successful.
- 3.34 The rail depot figures for 2018 and previous years were confidential because they were derived from returns for only two companies. The figures for 2018 incorporate imports by rail from Somerset, Leicestershire and elsewhere, but also include significant quantities (from South Wales, South Gloucestershire and Kent) that were delivered to the rail depots by road. This distorts the true picture for rail transportation, but it at least provides quantification of those road imports. The figures do not include imports of crushed rock to Hinksey Sidings, Oxford, which were brought in by rail and despatched by rail for use as rail ballast on the rail network over a wider area than just Oxfordshire.

3.35 Although the raw data is confidential, in 2018 it was possible to report the variations over time (from 2007 onwards) in overall sales from the rail depots from the two reporting companies. Table 3.8 below, expresses the annual sales from rail depots for 2007 to 2018 as proportions of the sales figure for 2007.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Proportion of 2007 sales of subsequent year sales	1.0	1.1	0.7	0.9	1.2	1.0	1.0	2.4	2.2	2.4	2.5	2.5

Table 3.5: Pattern of sales from Oxfordshire rail depots 2007-2018 (Source: Oxfordshire County Council Aggregates Monitoring Survey)

3.36 Table 3.5 shows that the figures vary from one year to another but that up to 2013 the fluctuation was less marked than those for sales of sand & gravel. Since 2013, the situation has changed, with annual rail imports for 2014 to 2018 being consistently around two and a half times that imported in 2007.

3.37 The combined sales from the three railhead depots that were operational in 2018 represented 88% of the total throughput capacity of these three depots, indicating that there is currently little headroom for further increase in imports of crushed rock by rail. If the permitted railhead depot at Shipton on Cherwell is developed, the capacity will be increased.

Consumption

3.38 The BGS AM2019 surveyed operators on their imports and exports of minerals between Mineral Planning Authorities, which is explored in greater detail in Chapter 6 and Appendix 2. This sets out how much minerals Oxfordshire imports and how much we export.

3.39 The final report also sets out how much Land won Aggregate Oxfordshire consumed in 2019, which is an indicator of the quantity of each mineral type Oxfordshire requires. Sharp Sand and Gravel and Soft Sand are combined within the BGS Survey.

3.40 The full summary is shown in Appendix 2. The consumption figures have been summarised in Table 3.5. This also includes the information for the comparative years of 2009 and 2014.

	Sand and Gravel 2009	Crushed Rock 2009	All Oxfordshire Aggregate 2009	Sand and Gravel 2014	Crushed Rock 2009	All Oxfordshire Aggregate 2014	Sand and Gravel 2019	Crushed Rock 2019	All Oxfordshire Aggregate 2019

Total Consumed within Oxfordshire (Mt)	0.757	0.625	1.383	0.765	1.501	2.266	0.900	0.617	1.517
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Table 3.5: Mineral consumed within Oxfordshire, 2009, 2014 and 2020 (BGS Surveys)

- 3.41 The table shows that in 2019, Oxfordshire consumed 0.900mt of sand and gravel, an increase of 17.5% from 2014, and an increase of 18.9% on 2009.
- 3.42 For crushed rock, Oxfordshire consumed 0.617mt in 2019. This is a decrease of 58.5% from 2014, and a decrease of 1.3% on 2009.
- 3.43 It should be noted that there are some minerals within the survey that it is not clear where they were consumed. These minerals are identified as sold within the South East or Unallocated. The consumption rates within Oxfordshire do not include any of the quantities from these two categories.

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4. Factors affecting demand

- 4.1 Although the NPPF requires that the level of future provision within the LAA should be based, in part, on the rolling average of 10 years' sales figures. it also requires "other relevant local information" to be taken into account.
- 4.2 We need to consider whether the historical 10-year average for land-won primary aggregate production can be relied upon as a guide to future levels of provision, or whether this needs to be changed in order to reflect other factors which may influence either the supply (availability) and/or the demand for aggregates produced within Oxfordshire, in future years.

Economic Forecasts

- 4.3 In considering Economic growth on the supply and demand of aggregates, several national forecasts have been considered. To consider economic forecasts this section considers Gross Domestic Product (GDP) and construction rates.
- 4.4 The Gross Domestic Product (GDP) is only available at UK level, but it does provide a background indicator as to the relative changes in economic activity likely to be experienced in Oxfordshire over time. Table 4.1⁵ below shows the annual GDP year on year growth for the UK as a whole for the 10-year baseline period. These a prolonged period of fluctuating but generally limited economic growth thereafter. The average rate of growth in the UK over the baseline 10-year period was 1.4%.

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	10 year average
UK	2.1%	1.3%	1.4%	2.2%	2.9%	2.4%	1.7%	1.7%	1.3%	1.4%	1.8%

Table 4.1: Changes in UK Real GDP over the baseline period (ONS)

- 4.5 Due to the delayed publication of this LAA2020 whilst waiting for the 2019 Aggregates Survey, it has meant that the growth forecasts as set out in Table 4.2 by the Office of Budget Responsibility have altered significantly from 2018's due to the impact of Covid in 2020/21⁶. The figures for 2022, 2023 are higher because of an assumed bounce back afterwards.

⁵ [Gross Domestic Product: Year on Year growth: CVM SA % - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/gross-domestic-product/year-on-year-growth/cvm-sa-%)

⁶ obr.uk/efo/economic-and-fiscal-outlook-march-2021/

	2019	2020	2021	2022	2023	2024	2025	2026 - 2029	2019-2025 average
UK GDP	1.4%	-9.9%	4%	7.3%	1.7%	1.6%	1.7	Not yet forecast	1.1%

Table 4.2: Changes in UK Growth Forecasts (Office of Budget Responsibility)

- 4.6 However, there are more recent assumptions for GDP Growth from August 2021 which assumes that 2021 will have growth rate of 6.9% and 2022 will have a growth rate of 5.6%⁷. These are average of a range of independent predictions.
- 4.7 In 2017 the MPA published⁸ regional profiles with the intention of keeping them regularly updated. Within this report the regional construction outlook for the South East indicated an annual growth rate of 1.1% for the five years 2018-2022. This was equivalent to 5.5% and 11.45% growth over five and ten years respectively.
- 4.8 However, since this report was published, the global Covid pandemic has occurred and its impact on future projections for construction will need to be kept under review and explored in future LAAs. The impact from Brexit will also need to be considered in future reviews.
- 4.9 It would be beneficial if consideration could be given to any indicators of more local economic growth. Unfortunately, no quantitative information is available on this, though, it can be said that Oxfordshire clearly has a very positive growth agenda, as set out in the current Oxfordshire Strategic Economic Plan and in the Oxfordshire Growth Board's Oxfordshire Infrastructure Strategy (OXIS).

Economic Forecast Conclusion

- 4.10 At this stage, following the Covid pandemic and Brexit, it seems sensible to assume that growth will be at least in line with the indications given by National GDP projections. Therefore, it would be prudent to assume that other than in 2020, future levels of economic growth activity and thus demand for construction aggregate, are likely to be higher in the future than has historically been the case.
- 4.11 Unfortunately, no evidence is available to quantify the level of increase likely to be experienced, but it seems reasonable to assume that at least a modest level.

⁷ <https://www.gov.uk/government/statistics/forecasts-for-the-uk-economy-august-2021>

⁸ Construction & Markets – South East (MPA)

Major Infrastructure Projects/Key Development

- 4.12 Major infrastructure projects, including those at the national scale, and key developments throughout Oxfordshire should be considered alongside housing and associated infrastructure development in terms of their likely influence on the future demand for construction aggregates. In assessing the overall impact of major infrastructure projects/key development and the justification for departure from the historical sales average, the number of new homes to be developed in Oxfordshire, as outlined below, has not been considered here. Housing figures have been included here solely for completeness. Oxfordshire's Local Industrial Strategy⁹ 2020 highlights that the Infrastructure projects within Oxfordshire that are critical to the Investment Plan total £1,117.5million. The OXIS¹⁰ identifies a range of infrastructure development required to support population and housing growth.
- 4.13 Across Oxfordshire these include
- West Oxfordshire A40 strategies
 - The National Infrastructure Delivery Plan – For Oxfordshire projects such as HS2 and National Satellite Test Facility at Harwell
 - Oxfordshire Housing and Growth Deal¹¹: Provides £60m for affordable housing and £150m for infrastructure improvements, including road and rail. Supports the ambition of building 100,000 new homes across Oxfordshire between 2011 and 2031 to address the county's severe housing shortage and expected economic growth.
 - The Oxford-Cambridge Arc.
 - The National Infrastructure Commission – East West Rail Project (though most of the work is outside the County)
 - Oxfordshire Knowledge Spine, which includes Science Vale Oxford¹², Bicester and Oxford¹³.
 - Science Vale Oxford. It is the largest concentration of research and development in Europe: 20,000 new jobs and around 20,000 new homes.
 - Growth in Bicester.
 - Highway schemes
- 4.14 It is difficult to assess the overall impact of those infrastructure and major development proposals, in terms of their demand for construction aggregates, without being able to compare this information with equivalent data for the baseline period (2010 - 2019). At the very least, however, there appears to be no evidence to suggest that this element of demand is likely to reduce and, if anything, it seems likely that there will be increased activity.

⁹ [The Oxfordshire Investment Plan - August 2020.pdf \(oxfordshirelep.com\)](#)

¹⁰ [Infrastructure Strategy \(OXIS\) | OxLEP \(oxfordshirelep.com\)](#)

¹¹ <https://www.gov.uk/government/publications/oxfordshire-housing-deal>

¹² A global hot spot for enterprise and innovation in science, high technology and the application of knowledge - <http://www.sciencevale.com/>

¹³ Oxfordshire LEP (2014) Strategic Economic Plan: Driving Economic Growth Through Innovation.

Major Infrastructure Projects/Key Development Conclusion

4.15 Whilst it is difficult to quantify, there are indications that planned infrastructure and major development within the County may be greater during the Plan Period than was the case during the baseline period, and it would therefore be prudent to anticipate at least a modest increase in demand for construction aggregates from this sector.

Population and Housing Growth

4.16 In considering the future projections we also need to consider population growth and local authority housing forecasts.

4.17 OXIS¹⁴ (2017) forecasts that in the period 2016-2040, 123,500 additional homes will be built in Oxfordshire, the equivalent of 5,100 homes being built per year; and that population will increase by 39% from 688,000 to approximately 956,000.

4.18 Adopted Local Plans in the Oxfordshire indicate the major sites for new homes

- Cherwell – concentrated around Bicester, Banbury and the former RAF site at Upper Heyford, plus growth around Begbroke, Kidlington and Yarnton to meet Oxford's unmet need.
- Oxford City – concentrated at Barton Park, Northern Gateway and Oxpens.
- South Oxfordshire – concentrated around Chalgrove Airfield and the Didcot Garden Town in conjunction with Vale of White Horse, with further strategic land at the edge of Oxford
- Vale of White Horse – concentrated around the Didcot Garden Town, Wantage and Abingdon (the Science Vale)
- West Oxfordshire - Concentrated at Cotswold Garden Village Eynsham, North Witney and Chipping Norton.

4.19 Population figures are published by the Office of National Statistics¹⁵.(ONS) There has been a steady population increase between 2010 and 2019. Unlike aggregate sales there was no dip in population at the start of the baseline period, at least at a county level and on the scale associated with year-on-year variations. It is hard to draw a correlation between population figures and aggregate demand.

4.20 A more useful measure, however, may be the average rate of population growth over a period. Over the ten-year period to 2019 there was an overall growth in the population of Oxfordshire of 42,979 people (+7%) (an average of

¹⁴ [Infrastructure Strategy \(OxIS\) | OxLEP \(oxfordshirelep.com\)](#)

¹⁵ www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/

0.7% per year, similar to the increase across England¹⁶ (+7%), slightly lower than the baseline period to 2018 (+7.2%).

- 4.21 Oxfordshire County Council population forecasts (2020) predict a total population in Oxfordshire of 799,634 by 2028, a growth of 150,946 (23%). Whereas the ONS have population forecast of 720,204 by 2028, a growth of 71,516 (11%). (Appendix 4).
- 4.22 Whilst there is no statistical justification for assuming that rates of population growth will correlate with changes in demand for aggregates, they do at least provide a mechanism for looking further ahead than the current economic forecasts. They suggest that there will be continued pressure for new housing and associated infrastructure development which is likely to be reflected in an increase in the demand for construction aggregates.
- 4.23 This is echoed in the Oxfordshire Strategic Economic Plan which states that “Our vision is Oxfordshire as a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise and research excellence”; and also that “Both activity and employment rates are higher than the regional average – and substantially higher than the national average”.
- 4.24 This can be examined further by considering data on rates of house construction (Appendix 4).
- 4.25 For the 10-year baseline period (2010-2019) the average housing completion rate in Oxfordshire was 2,943 homes per year¹⁷, higher than the previous LAA2019 baseline (2003 – 2014) figure of 2,334.3 homes per year.
- 4.26 However, if we took the last 3 years average (2017-2019), the housing completion rate in Oxfordshire is 4,676 homes per year, which is an increase on the LAA 2018 3-year average (4,312 homes per year).
- 4.27 Looking forward, the projections for housing growth can be seen in Appendix 4. The average over the 10-year period equates to around 6,212 homes per annum. Whilst there is considerable uncertainty in Oxfordshire about the deliverability of these figures, taken at face value and the last 3 years housing completion rates, suggest a markedly upward trend in the associated demand for construction aggregates.
- 4.28 In March 2018, the six Oxfordshire authorities signed the Oxfordshire Housing and Growth Deal. It committed the authorities to collectively delivering 100,000 homes and infrastructure across the county between 2011 and 2031.

Population and Housing Growth Conclusion

¹⁶ Available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/timeseries/enpop/pop>

¹⁷ Oxfordshire County Council.

- 4.29 It is clear that we need to consider the implications of population and housing growth on the minerals provision over the plan period. The indications are that demand could be significantly higher during the Plan period than previously.

Conclusion

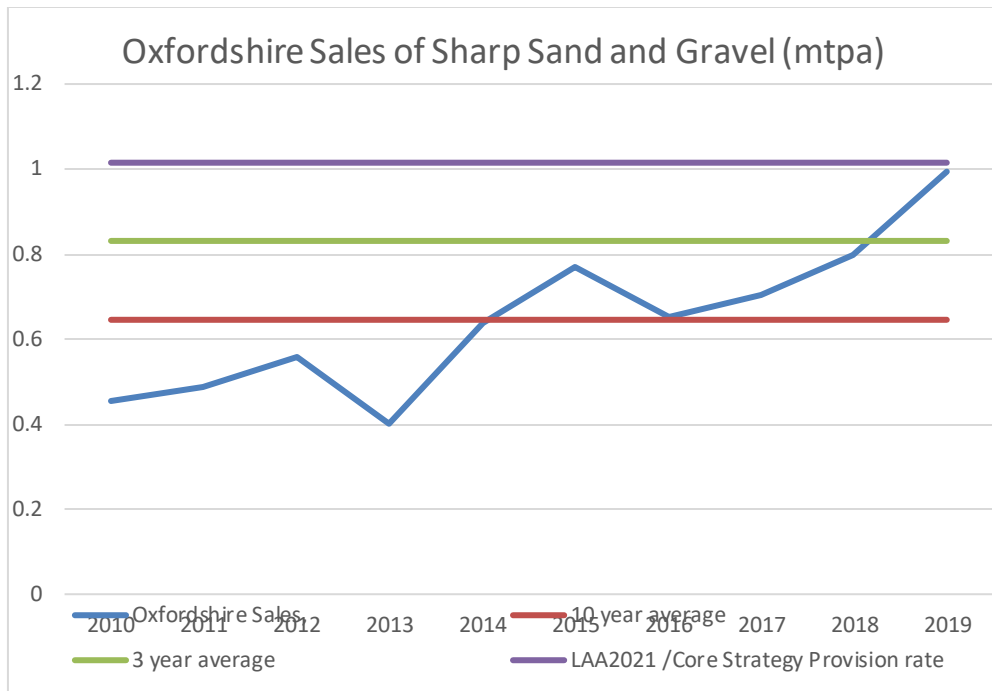
- 4.30 The evidence available suggests that Economic Forecasts, Major Infrastructure Projects/Key Development and Population Growth and Housing are all expecting some form of growth over the plan period and that recent demand would continue for the foreseeable future. The impact of Covid and Brexit will be explored in future LAAs.

5.LAA 2020 Provision Levels

Sharp Sand and Gravel

- 5.1 For sharp sand and gravel, there was a considerable increase in sales in 2019 towards the LAA level of 0.189mtpa. The generally upward trend in sales continued. The 3-year sales average was 16% higher the previous 3 year sales average over the baseline period however there was a 3.9% decrease in the 10-year sales average. The 3-year sales average increased and is 46% higher than the 10-year average. This is consistent with the expectation of increasing demand and consequent sales when the LAA 2014 provision level figure was set at 1.015 mtpa, which has been continued in subsequent LAAs. This comparison can be seen in Figure 4.1.
- 5.2 Available evidence indicates that supply is likely to increase further in response to rising demand.
- 5.3 Taking into account sales and consumption alongside this evidence, in conclusion, at this time there is no justification for a change in the LAA provision level figure from the current level of 1.015mtpa and this should continue to apply in the LAA 2020.

Figure 4.1 Actual sharp sand and gravel sales compared with the average sales(mtpa) and the LAA 2020 provision level.

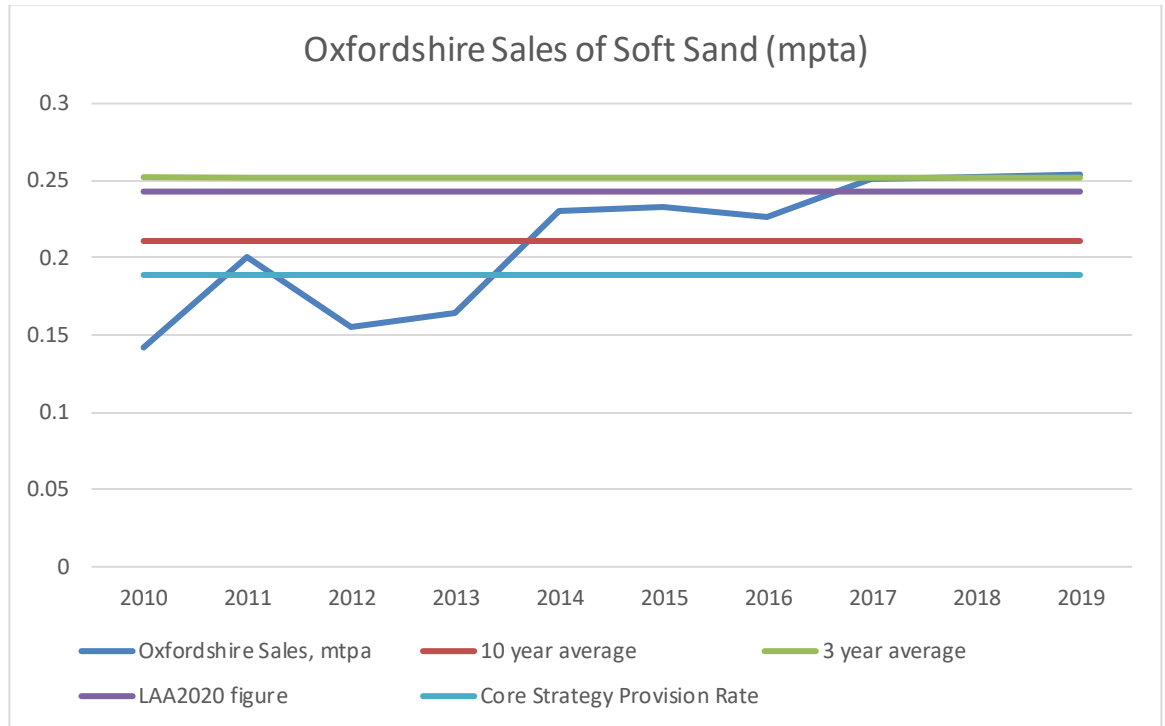


Soft Sand

- 5.4 For soft sand, the Core Strategy includes a provision figure of 0.189mtpa, which was set in the LAA 2014 on the basis of the 10-year sales average at that time.
- 5.5 Since 2014, sales of soft sand have continued to rise above the Core Strategy and LAA 2014 provision figures. In 2018 there had been 5 years (2014 – 2018) of sales of soft sand consistently at levels significantly above pre-2014 sales levels and above the LAA figure. This 5-year period of sales at a consistently higher level was considered sufficient for it to be concluded that this reflected an increased level of demand for soft sand that is likely to continue for the foreseeable future. It was therefore considered appropriate to increase the LAA provision for soft sand to the 2016-2019 3-year sales average of 0.243mtpa within the LAA2019.
- 5.6 Sales in 2019 saw a 0.85% increase on 2018 sales as the generally upward trend in sales continued. The 3-year sales average was 4% higher the previous 3-year sales average over the baseline period and there was a 4% increase in the 10-year sales average. The 3-year sales average is 19% higher than the 10-year sales average.
- 5.7 Considering from sales and consumption, Available evidence, in terms of economy, population, infrastructure and housing projections, indicates that demand is likely to continue.
- 5.8 Taking into account sales and consumption alongside this evidence, in conclusion, at this time there is no justification for a change in the LAA

provision level figure from the current level of 0.243mtpa. This should continue to apply in the LAA 2020.

Figure 4.2 Comparison of actual soft sand sales compared with the average sales and the LAA 2020 and Core Strategy Provision levels (mtpa).



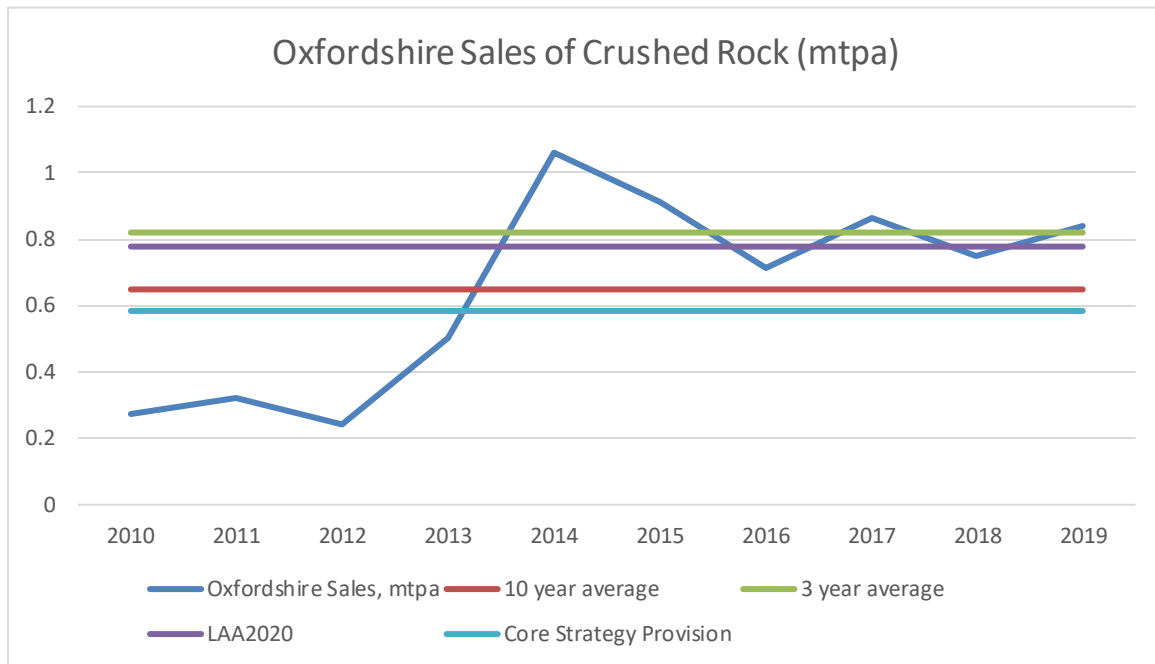
Crushed Rock

5.9 In the case of crushed rock, the Core Strategy provision level figure of 0.584mtpa was set in the LAA 2014 on the basis of an upward adjustment of the 10-year sales average at that time; and this has been continued in subsequent LAAs. Since 2014, sales of crushed rock have been at levels between 22% and 82% higher than the current Core Strategy figure. In 2018, there had been 5 years (2014 – 2018) of sales of crushed rock consistently at levels significantly above pre-2014 sales levels and above the LAA2014 figure. This 5-year period of sales at a consistently higher level was considered sufficient for it to be concluded that this reflected an increased level of demand for crushed rock that is likely to continue for the foreseeable future. See Figure 4.3. Therefore, it was considered appropriate to increase the LAA provision level figure for crushed rock to the 2016-2019 3-year sales average of 0.778 mtpa.

5.10 Sales in 2019 saw a 12% increase on 2018 sales as the upward trend in sales continued. The 3-year sales average was 5.5% higher the previous 3-year sales average over the baseline period and there was an 8% increase in the 10-year sales average. The 3-year sales average is 26% higher than the 10-year sales average.

- 5.11 Available evidence, in terms of economy, population, infrastructure and housing projections, indicates that demand is likely to continue.
- 5.12 Taking into account sales and consumption alongside this evidence, in conclusion, at this time, there is no justification for a change in the LAA provision level figure from the current level of 0.778mtpa. This should continue to apply in the LAA 2020.

Figure 4.3 Comparison of actual crushed rock sales compared with the average sales and the LAA 2020 and Core Strategy Provision levels (mtpa).



- 5.13 In addition to setting provision level figures for local land-won aggregates, the LAA should also include provision levels for other relevant sources of aggregates supply to ensure that future demands are met. In the case of Oxfordshire these are recycled and secondary aggregates and aggregate rail depots.
- 5.14 In the case of recycled and secondary aggregates, it is considered that the appropriate figure to maintain in the LAA2020 is the provision rate set in the Oxfordshire Minerals & Waste Local Plan: Part 1 – Core Strategy (2017) policy M3. This is 0.926mtpa.
- 5.15 In the case of aggregate rail depots, sales of crushed rock from Oxfordshire rail depots have been at a significantly higher level since 2014. The 5-year period of increased sales to 2018 is considered sufficiently long for it to be concluded that it reflects an increased level of demand that is likely to continue. We will aim to review the aggregate rail depots in 2020 once we have figures from operators. Due confidentiality we are unable to provide a LAA 2020 provision figure at this stage.

Conclusion for LAA 2020 provision figures

Sharp Sand and Gravel	1.015mtpa	Unchanged from 2019
Soft Sand	0.243mtpa	Unchanged from 2019
Crushed Rock	0.778mtpa	Unchanged from 2019
Recycles and Secondary Aggregate	0.926mtpa	No previous figure

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6. Supply

Oxfordshire Supply

- 6.1 Oxfordshire is rich in mineral resources. Those which are used for primary aggregate production comprise extensive alluvial sand and gravel resources along the River Thames and its tributaries, smaller deposits of glacio-fluvial sand and gravels in the north east of the county, deposits of soft sand mainly in the south west, and extensive areas of limestone in the north west and of ironstone in the north.
- 6.2 Oxfordshire also produces some secondary aggregates and a wide range of recycled aggregate materials. Further detailed information of the geological resources of Oxfordshire can be found in the LAA2014 (LUC and Cuesta Consulting Limited).

Recycled and Secondary Aggregate

- 6.3 As recorded by the SEEAWP Aggregates Monitoring Survey, Oxfordshire's produced recycled and secondary aggregate from the 31 % of respondents in 2019 was approximately 562,000 tonnes per annum.
- 6.4 This is a dramatic decrease from 2018 (861,000tpa). However, the 2020 SEEAWP survey for 2019 capacity had a very poor response from operators with a response rate of 31%, historically one of our lowest.
- 6.5 Therefore, the actual capacity figures are likely to be significantly higher than the recorded figures.
- 6.6 Table 6.1 below presents a fuller picture, showing the estimated¹⁸ capacity for the production of recycled and secondary aggregates at each site in 2019, sub-divided between operational and non-operational sites.
- 6.7 Of a total capacity of approximately 1,484,199 tpa: 1,448,699 tpa is at operational facilities and 25,500tpa is currently non-operational. Of the operational capacity, the capacity of sites with planning permission to the end of the plan period (2031) or beyond is 901,199 tpa, whereas the capacity of sites with permissions that expire before the end of 2031 is 557, 500tpa.

¹⁸ Taken from Survey responses, Planning Decisions and Planning Application Statements.

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Recycled Aggregate Production Facilities with Permanent consent or Time Limited Consent to end of Plan Period (2031)			
Drayton	Oxfordshire Highways	Permanent	75000
Ferris Hill Farm	Banbury Plant and Skip Hire (incorporating NL Matthews)	Permanent	24999
Grove Industrial Park	Aasvogel	Permanent	40000
Hundridge Farm	G.D. Parker Instant Skip Hire	Permanent	5000
Lakeside Industrial Park	Micks Skips and Recycling Ltd.	Permanent	2000
New Wintles Farm	O Malley Haulage	Permanent	170000
Newlands Farm	Smiths of Bloxham	Permanent	32000
Playhatch Quarry	Grabloader Ltd.	Permanent	75000
Rear of CemexBatching Plant (Hardwick)	Fergal Contracting	Permanent	20000
Rumbolds Pit	Richard Hazel (Hazel & Jefferies)	Permanent	20000
Sandfields Farm	K J Millard Ltd.	Permanent	9600
Shipton Hill	Hickman Bros	Permanent	12600
Stonepitt Barn	S.Belcher	Permanent	75000
Worton Farm (Cresswell Field)	M&M Skip Hire	Permanent	48000
Swannybrook	NAP Grabhire	Permanent	5000
Gill Mill	Smith and Sons (Bletchington) Ltd.	2040	175000
Ewelme No. 2	Grundon Waste Management	2032	12000
Wroxton	Peter Bennie Ltd	2042	10000
Total Operational Production Capacity at Recycled Aggregate Production Facilities available through the Plan Period.			811,199

Operational Recycled Aggregate Facilities with Time-Limited Consent ending before end of Plan Period (2031)			
Chilton Waste Transfer Site/Prospect Farm	Raymond Brown Minerals and Recycling Ltd.	2022	75000
Dix Pit Complex	Sheehan's	2028	175000
Enstone Shooting Range	Markham Farms	2021	20000
Shellingford Quarry	Earthline Ltd.	2019	100000
Shipton Quarry	Earthline Ltd.	2025	75000
Total Operation Production Capacity at Recycled Aggregate Facilities with Time limited consent ending before end of Plan Period (2031)			445,000

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Secondary Aggregate Facilities with Permanent or Time-Limited Consent to end of Plan Period (2031)			
Ardley ERF (IBAA) Facility	Raymond Brown Minerals and Recycling	2049	90000
Operational Secondary Aggregate Facilities with Time Limited Consent ending before end of Plan Period (2031)			
Sutton Courtenay Block Recycling	Hanson (reject building blocks & Concrete used in block making)	2030	62500
Sutton Courtenay Asphalt Recycling Plant	Hanson	2030	50000
Total Operational Secondary Aggregate Capacity			202500

Overall Total Operational Capacity at 'Permanent' Facilities (facilities available throughout the Plan Period)	901199
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Overall Total Operational Capacity at Time Limited Facilities (facilities with consent ending before end of 2031)	557500
Overall Total Operational Capacity	1,458,699

Non Operational Facilities

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Burford Quarry	Pavestone UK	2024	500
Upwood Quarry	Hills Quarry Products Ltd.	2029	15000
Wroxton Fields Quarry	Earthline Ltd	2042	10000
Total Non Operational Capacity			25500

Operational and Non-Operational Facilities

Total Operational and Non-Operational Capacity 2019 (tpa)	1,484,199
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Table 6.1 Recycled and Secondary Aggregates Permissions at end of 2019

Imports and Exports

- 6.8 Every county in the UK has to import aggregates from elsewhere because the geology means that no single county area produces exactly the profile of different types of aggregate in the exact amounts or proportions consumed therein. As part of the Local Aggregate Assessment we should consider demand and supply factors from other MPAs.
- 6.9 All sales of aggregate are the result of commercial decisions by both buyers and sellers and the resulting movements reflect the relative locations of supply and demand. Where these movements cross a county boundary, they are tracked in the four (or five) yearly national aggregates monitoring surveys (AM Survey), these have been 2005, 2009, 2014 and most recently 2019. Known generally as AM2019.
- 6.10 The 2019 Aggregates Minerals Survey for England and Wales was published in August 2021. The figures within this Imports and Exports section of the LAA

2020 were taken from the AM2019 which shows movement of minerals at a sub-regional level and a Minerals Planning Authority level. These are set out in Appendix 2.

- 6.11 The most recent AM survey 2019 states that overall Sand and Gravel sales in England have decreased by 4% between 2014 and 2019, whilst crushed rock sales increased 18% between 2014 and 2019.
- 6.12 Oxfordshire however has increased in Land won Sand and Gravel sales by 44% since 2014, though sales in crushed rock have decreased by 20%.
- 6.13 Total primary aggregate sales within Oxfordshire have increased by 8% since 2014, however the South East as a whole has seen an overall decrease of 7% in total primary aggregate sales.
- 6.14 Some neighbouring MPAs have limited resources of their own. These authorities therefore rely on Oxfordshire to supply some of their needs. Other MPAs have traditionally supplied aggregates into Oxfordshire. Somerset, South Gloucestershire and Leicestershire have previously provided crushed rock to supplement the County's own production and to cater for higher specification requirements from harder rock resources.
- 6.15 The AM2019 sets out the sales of primary aggregates by MPA and principal destination sub region in 2019. These findings are shown in Table 6.2. As the table shows Oxfordshire were responsible for 20% of the South East Regions Land Won Sand and Gravel Sales and 42% of the Crushed Rock sales in 2019.

Table 6.2 Sales of primary aggregates and principle sub regions 2019 (Exports)
(thousand tonnes)

Destination	Land won sand and gravel	MPA%	AWP%	Crushed Rock	MPA	AWP%
Oxfordshire	772	62%		260	31%	
South East	369	30% ¹⁹		404	48%	
Elsewhere	43	3%		178	21%	
Unallocated	64	5%				
	1248	100%	20%	843	100%	42%

- 6.16 The AM2019 also sets out Oxfordshire's imports in 2019. However, it does not show from where the imports came from. The import findings are shown in Table 6.3. The table also shows as a percentage of the South East total imports Oxfordshire's imports.

¹⁹ There appears to be a print error in the AM2019 survey as has this figure as 60% but doesn't reflect 369,000 tonnes as a total 1,248,000 tonnes. Recalculated for this LAA as 30%

Table 6.3 Imports of primary aggregates and its relationship with the South East Import Total
(thousand tonnes)

Total Imports	Land won Sand and Gravel	Marine Sand and Gravel	Total Sand and Gravel	Crushed Rock	Total Primary Aggregate
Oxfordshire	128	7	136	356	491 ²⁰
South East Total	2268(6%)	1962(0.3%)	3950(3%)	58084 (0.6%)	9754(5%)

6.17 The AM survey 2019 (Tables 6.2, 6.3 and Appendix 2) shows that Oxfordshire is now a net exporter of Land won Sand and Gravel and Crushed Rock.

Sharp Sand and Gravel

6.18 The AM2019 does not differentiate between Soft Sand and Sharp Sand and Gravel. They are combined into Land won Sand and Gravel.

6.19 Comparison of the AM2009, AM2014 and AM2019 results show that Oxfordshire continues to be a net exporter of sand and gravel since 2014.

6.20 Exports have significantly increased since 2009. From 140,000 in 2009, doubling to 221,000 tonnes in 2014, and in 2019 doubling again to 476,000 tonnes.

6.21 Oxfordshire consumed 62% of the sand and gravel produced in the County. Exports make up approximately 38%²¹ of Oxfordshire's total sand and gravel sales. The majority of exports were within the South East (30%) whilst 3% went elsewhere and 5% was unallocated on the Survey returns.

6.22 As set out in Appendix 2, the figures from the AM2019 show that Hampshire and the Isle of Wight were one of the main Authorities that Oxfordshire exported sand and gravel to, along with, Buckinghamshire & Milton Keynes. Hampshire and Isle of Wight's imports from Oxfordshire made up between 10 and 20% of their own total sand and gravel consumption.

6.23 Oxfordshire imported 128,000 tonnes of Land won Sand and Gravel, up slightly from 117,000 tonnes in 2014. This was mainly from Cambridgeshire, Lincolnshire, Staffordshire and Wiltshire as Oxfordshire imported between 1 % and 10% from each of these Authorities.

6.24 In total Oxfordshire made up 6.3% of the Sand and Gravel imports into the South East Region.

²⁰ This should be 492 as 136 add 356 is not 491

²¹ The figures include the 5% that was unallocated and some of these sales may have stayed within Oxfordshire.

Crushed Rock

- 6.25 Appendix 2 shows that Oxfordshire changed from a net importer of crushed rock in 2014 to a net exporter. Oxfordshire exported 582,000 tonnes of crushed rock in 2019 compared with importing 356,000 tonnes from outside the County. This is a change from 2014 where we were a net importer of 440,000 tonnes, compared to exporting 347, 000 tonnes.
- 6.26 Table 6.3 shows that exports make up approximately 69% of Oxfordshire's total sales. The majority of exports were within the South East (48%) whilst 21% went elsewhere.
- 6.27 As set out in Appendix2, the figures from the AM2019 show that Northamptonshire was one of the main Authorities that Oxfordshire exported Crushed Rock to, along with, Buckinghamshire & Milton Keynes. Warwickshire and Berkshire. Imports from Oxfordshire made up between 1 and 20% of their own total Crushed Rock consumption.
- 6.28 Imports and in particular exports, in light of the quantity of minerals exported in 2019 will therefore need to be given great consideration in planning for future provision.
- 6.29 These shall be monitored under Duty to Cooperate and, if necessary, Statements of Common Ground between Authorities will be entered into .

7.Quarries

Sharp sand and gravel

- 7.1 On Oxfordshire, at the end of 2019, there are 11 sites with planning permission for sharp sand and gravel extraction, 7 of which are active. 2 are inactive, 2 not yet commenced. Information on these sites is summarised in Table 7.1, including the operator and a summary of the current status of each site.

Quarry Site	Operator	Current Status at December 2019
Cassington	Hanson Aggregates	Active. Plant being removed ready for final extraction in 2019
Caversham	Lafarge Tarmac	Active: extension of 1.86 million tonnes permitted August 2014; commenced August 2017.
Finmere	AT Contracting	Intermittent small scale past working; reserve remaining.
Gill Mill, Ducklington	Smiths Bletchington	Active: biggest quarry in county; extension of 5.0 million tonnes permitted June 2015; large reserve remaining.

Quarry Site	Operator	Current Status at December 2019
Moorend Fam, Thame	David Einig Contracting	Inactive: very small site. Site currently closed as operator ceased trading.
Stanton Harcourt (Stonehenge Farm)	Hanson Aggregates	Inactive: original quarry worked out; extension of 1.55 million tonnes permitted on appeal October 2010; permission commenced but reserve remains.
Sutton Courtenay (Bridge Farm)	Hanson Aggregates	Active: fully operational after periods of mothballing and spasmodic working but production has fluctuated for operational reasons; extension of 0.5 million tonnes permitted June 2018.
Sutton Wick	H Tuckwell & Sons	Active: small output site; small reserve remaining beneath the plant site; extension of 0.35 million tonnes permitted March 2016.
Thrupp Lane, Radley	H Tuckwell & Sons	Inactive: Estimated 0.925 million tonnes confirmed as a permitted reserve but under ROMP procedure has gone into suspension and cannot be worked until new conditions have been approved; therefore not currently included as part of permitted reserve or landbank. It was determined that mineral working has permanently ceased, and so the County Council is now under a duty to serve a prohibition notice on this site.
Faringdon Quarry	Grundon Sand & Gravel	Active: new quarry permitted June 2013 (formerly regarded as extension to Wicklesham Quarry).
New Barn Farm, Cholsey	Grundon	NYC: Permitted for 2, 500,000tonnes in November 2018. Extraction did not commence in 2019

Table 7.1 Active and Permitted Sharp Sand and Gravel Extraction Sites in Oxfordshire, including Operators and Current Status (Source: OCC)

- 7.2 Total permitted reserves of sharp sand and gravel in Oxfordshire at the end of 2019 were 12.075mt, as shown in Table 7.2 below. This is taken from the AM2019 survey calculated using annual operator returns. The actual operator returns for individual quarries cannot be presented due to confidentiality.
- 7.3 Production capacity is also relevant, as a large amount of reserve in a quarry with only a low production rate will make a smaller contribution to annual supply than equivalent reserves in a high producing quarry. It should be noted that 32% of the sharp sand and gravel reserves are held in Stanton Harcourt and New Barn Farm that had not yet commenced New Barn Farm commenced in 2020. This reduces the quantity of available reserves that contribute to Oxfordshire's supply, thereby reducing sales from the County due to commercial decisions by operators.

Table 5.3: Sharp Sand and Gravel Permitted Reserves at 31/12/18 (million tonnes)

Sharp Sand and Gravel Permitted Reserves at 31/12/19 (million tonnes)
12.075mt

Soft Sand

7.4 In Oxfordshire, at the end of 2019, there are eight sites with planning permission for soft sand extraction. Information on these sites is summarised in Table 7.3, including the operator and a summary of the current status of each site.

Quarry Site	Operator	Current Status at December 2019
Bowling Green / Chinham Farm	Hills Quarry Products	Active: sand & limestone; extension of 1.6 million tonnes sand permitted June 2017; large remaining reserve (approximately 50% of total permitted reserve).
Duns Tew	Smiths Bletchington	Active: extension of 0.415 million tonnes permitted June 2017 and this is anticipated to commence operation in 2019.
Hatford	Hatford Quarry Ltd (Earthline)	Active: sand & limestone. Application outstanding at end of 2019 for extension (MW.0066/19) Limestone 0.520mt, Sharp Sand 0.225mt tonnes, Soft Sand 0.130mt
Shellingford	Multi-Agg Ltd (Earthline)	Active: sand & limestone; permissions granted April 2011 for deepening and eastern extension, total 1.05 million tonnes sand, requires extraction to end by 31.12.20 in eastern extension and 31.12.28 in existing quarry. Application outstanding at end of 2019 (MW.0104/18) for 1.8mt of soft sand and 1mt of crushed rock.
Upwood	Hills Quarry Products	Active: sand & limestone; large remaining reserve.
Faringdon	Grundon Sand & Gravel	Active: sharp sand & gravel and soft sand; new quarry permitted June 2013 (replaced Wicklesham Quarry).
Finmere	AT Contracting	Intermittent small scale past working; reserve remaining.
Sutton Courtenay (Bridge Farm)	Hanson Aggregates	Active: fully operational after periods of mothballing and spasmodic working but production has fluctuated for operational reasons; extension of 0.5 million tonnes permitted June 2018.

Table 7.3 Active and Permitted Soft Sand Extraction Sites in Oxfordshire, including Operators and Current Status

- 7.5 Total permitted reserves of soft sand in Oxfordshire at the end of 2019 were 3.047mt, as shown in Table 7.4 below. This is taken from AM2019 survey, calculated using annual operator returns. It is believed a number of sites reviewed their mineral sites during 2019 and a number of sites submitted higher reserves than expected to the MHCLG survey. The actual operator returns for individual quarries cannot be presented due to confidentiality.
- 7.6 However, total production capacity is also relevant, as a large amount of reserve in a quarry with only a low production rate will make smaller contribution to annual supply than equivalent reserves in a high producing quarry.

Soft Sand Permitted Reserves at 31/12/19 (million tonnes)
3.047 mt

Table 7.4: Soft Sand Permitted Reserves at 31/12/19 (million tonnes)²²

Crushed Rock

- 7.7 In Oxfordshire at the end of 2019, there are 14 sites with planning permission for crushed rock extraction. There are 11 active sites and 3 inactive. The operator and current status of each site is provided in Table 5.5.

Quarry Site	Operator	Current Status at December 2019
Dewars Farm	Smiths Bletchington	Active; limestone
Burford	Smiths Bletchington	Active; limestone
Castle Barn (Sarsden Quarry)	Great Tew Partnership	Inactive in 2019; small site
Chinham Farm (Bowling Green)	Hills Quarry Products	Active; sand and limestone
Duns Tew	Smiths Bletchington	Active; sand with small amounts of limestone
Faringdon Quarry	Grundon Sand and Gravel	Active; sand & gravel with small amounts of limestone
Hatford	Hatford Quarry Ltd (Earthline)	Active; sand and limestone. Application

²² SEEA WP Aggregates Monitoring Survey 2018

Quarry Site	Operator	Current Status at December 2019
		outstanding at end of 2019 for extension (MW.0066/19) Limestone 0.520mt, Sharp Sand 0.225mt tonnes, Soft Sand 0.130mt
Rollright Quarry Phase 1	Hanson Aggregates	Inactive; limestone. Due to commence 2020
Rollright Quarry Phase 2	Smiths Bletchington	Active; limestone
Shellingford	Multi-Agg Ltd (Earthline)	Active; sand and limestone; permissions granted April 2011 for deepening and eastern extension, total 1.05 million tonnes sand & 1.225 million tonnes limestone, requires extraction to end by 31.12.20 in eastern extension area and 31.12.28 in existing quarry area. Application outstanding at end of 2019 (MW.0104/18) for 1.8mt of soft sand and 1mt of crushed rock.
Shipton on Cherwell	Earthline	Planning permission expired 30th September 2019. Appeal outstanding for extension to site MW.0046/18
Upwood	Hills Quarry Products	Active; sand and limestone
Whitehill	Smiths Bletchington	Inactive; limestone
Wroxton	Peter Bennie	Active; ironstone

Table 7.5 Active and Permitted Crushed Rock Extraction Sites in Oxfordshire, including Operators and Current Status

- 7.8 Total permitted reserves of Crushed Rock in Oxfordshire at the end of 2019 were 6.741mt, as shown in Table 7.6 below. This is taken from the AM2019 Survey, calculated using annual operator returns. The actual operator returns for individual quarries cannot be presented due to confidentiality.

- 7.9 However, total production capacity is also relevant, as a large amount of reserve in a quarry with only a low production rate will make smaller contribution to annual supply than equivalent reserves in a high producing quarry.
- 7.10 Nearly 75% of Oxfordshire’s crushed rock reserves are controlled by one operator, which could limit overall output from the County.
- 7.11 Permitted reserves of crushed rock in Oxfordshire, as reported in the SEEAWP Aggregates Monitoring Survey 2019, are shown in Table 7.6 below.

Crushed Rock Permitted Reserves at 31/12/19 (million tonnes)
6.741mt

Table 7.6: Crushed Rock Permitted Reserves at 31/12/19(million tonnes)²³

Rail Depots

- 7.12 The combined sales from the three railhead depots that were operational in 2018 represent 88% of the total throughput capacity of these three depots. Due to a lack of returns and confidentiality, we are unable to provide any further details on Rail Depots in this LAA 2020.

Landbanks

- 7.13 Based on the provision levels that have been determined for this LAA 2020 and the permitted reserves at 31 December 2019 as set out above, the landbanks at the end of 2019 can be seen below in Table 7.7.

Permitted Reserves at 31.12.2019 by mineral type	Landbank (LAA 2019 provision figures)
Soft Sand 2.644 m. tonnes	10.9 years at 0.243mtpa
Sharp Sand & Gravel 12.075 m. tonnes	11.9 years at 1.015mtpa
Crushed Rock 6.741 m. tonnes	5.96 years at 0.778 mtpa

Table 5.7 Oxfordshire Landbank at 31/12/2019

²³ AM2019 Survey

- 7.14 As can be seen the Landbanks for Sharp Sand and Gravel and Soft Sand have the 7 years required however the Crushed Rock landbank falls below the 10-year requirement for the second consecutive year and this means that we need to identify new sites to bring forward more crushed rock to meet the required need.
- 7.15 This is being addressed through the Core Strategy Review and Part 2: Site Allocations Plan.

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8. Demand and Supply Options Balance

- 8.1 In concluding Oxfordshire's LAA 2020, due to clear indications of continued growth and predicted future growth in economic and construction activity, the LAA2019 level provision figures will be maintained. These are:
- **Sand and Gravel – 1.015mtpa**
 - **Soft Sand – 0.243mtpa**
 - **Crushed rock – 0.778mtpa**
 - **Recycled and Secondary Aggregates- 0.926mtpa**
- 8.2 To ensure we maintain a steady and adequate supply over the Plan Period, we need to consider these LAA2020 provision figures with the permitted reserves as of 31 December 2019²⁴ and the implications for the Authorities landbank
- 8.3 Our landbank for Soft sand and Sharp Sand and Gravel are both above the 7-year requirement. However, for Crushed Rock the landbank is at 5.96 years, below the NPPFs 10-year requirement.
- 8.4 Our intention had been to address this landbank issue through identifying sites through our Site Allocations Document based on the latest Local Aggregate Assessment requirements.
- 8.5 However, following a review of the evidence for the Core Strategy and the Inspector's Reports and advice from our "critical friend" North Northamptonshire Council, we concluded that the Site Allocations Document is required to identify only the sites needed to meet the requirement as set out in the Core Strategy; not the requirements of the latest Local Aggregates Assessment (LAA).
- 8.6 Therefore, the shortfall in crushed rock will not be able to be addressed through the Site Allocations Document at this current stage.
- 8.7 If we are unable to use the LAA and identify sufficient sites, we will not be in accordance with the NPPF.
- 8.8 As shortfalls have been identified for the second consecutive year for Crushed Rock, Oxfordshire County Council are undertaking a Core Strategy Review, and it is intended that this will be used to assist in the identification and allocation of sites in the Minerals and Waste Site Allocations Plan; and that new permissions will be needed.
- 8.9 This LAA sets out both the Core Strategy requirement and the LAA requirements to maintain a steady and adequate supply of minerals.

²⁴ Appendix 2

Sand and Gravel

Sand and Gravel Core Strategy/LAA 2020 Requirements²⁵

- 8.10 In terms of the plan period, the LAA provision figure and Core Strategy figure for Sharp Sand and Gravel of 1.015mtpa multiplied by the plan period of 18 years, gives a total provision requirement of 18.27mt for the period 2014 to 2031.
27. The permitted reserves of sharp sand & gravel at 31 December 2019 amounted to 12.075mt (11.9 year landbank). Taking into account previous sales and reserves that are not expected to be worked until after the plan period, the requirement for the period to 2031 as at the end of 2019 was **2.73 mt**.

Soft Sand²⁶

- 8.11 The LAA figure for soft sand changed in the LAA2019 and therefore there two scenarios to set out.

Soft Sand Core Strategy Requirements

- 8.12 The Core Strategy provision level figure is 0.189mtpa multiplied by 18 years, gives a total provision requirement of 3.402 million tonnes for the period 2014 to 2031.
- 8.13 Taking into account sales in 2014 – 2019 (total 1.447 million tonnes), and reserves that are expected to be worked during the plan period (2.58million tonnes), there are no more requirements for additional soft sand over the Plan Period.

Soft Sand LAA2020 requirements

- 8.14 However, to meet the LAA requirements and maintain a steady and adequate supply of mineral over the Plan period, we have used the LAA 2014-2018 figure of 0.189mtpa, up until it was increased to .243mpa through the LAA2019, giving a total requirement over the Plan period of 4.104 million tonnes.
- 8.15 Taking the total need of 4.104mt, and subtracting the sales from 2014 – 2019 (1.447mt) gives the remaining requirement of 2.657mt. If we then take off the permitted reserves that are expected to be worked within the plan period 2.58mt, the remaining requirement for Soft Sand for the plan period up to 2031 is **0.077mt**.

Crushed Rock²⁷

²⁵ Appendix 3 for full calculations

²⁶ Appendix 3 for full calculations

²⁷ Appendix 3 for full calculations

8.16 The LAA figure for Crushed Rock changed in the LAA2019 and therefore there two scenarios to set out.

Crushed Rock Core Strategy Requirements

8.17 The Core Strategy provision level figure is 0.584mtpa multiplied by 18 years, gives a total provision requirement of 10.512 million tonnes for the period 2014 to 2031.

8.18 Taking into account sales in 2014 – 2019 (total 5.141 million tonnes), and reserves that are expected to be worked during the plan period (6.041million tonnes), there are no more requirements for additional crushed rock over the Plan Period.

Crushed Rock LAA2020 requirements

8.19 However, to meet the LAA requirements and maintain a steady and adequate supply of mineral over the Plan period, we have used the LAA 2014-2018 figure of 0.584mtpa, up until it was increased to 0.778mpa through the LAA2019, giving a total requirement over the Plan period of 13.034mt.

8.20 In 2019, taking the total need of 13.034mt, and subtracting the sales from 2014 – 2019 (5.151mt) gives the remaining requirement of 7.883mt. If we then take off the permitted reserves that are expected to be worked within the plan period 6.041mt, there is remaining requirement for Crushed Rock of **1.842mt** for the plan period up to 2031.

Conclusion

8.21 To meet the Core Strategy Requirements, we will need to identify sites to meet the following need:

- **Sand and Gravel – 2.73 million tonnes**
- **Soft Sand - 0 million tonnes**
- **Crushed rock - 0 million tonnes**

8.22 However, to maintain our landbank requirements based on our most recent Local Aggregates Assessment 2020, we intend to address this issue through our Core Strategy review and undertake a Partial Review of Policy M2.

8.23 Based on this review and Partial Update, we will then be able to identify additional future sites for sharp sand and gravel, soft sand and crushed rock to meet the LAA identified mineral requirements over the Plan Period.

8.24 This LAA2020 shows that based on Local Aggregates Assessments we will need to identify sites to meet the following need:

- **Sand and Gravel – 2.73million tonnes.**
- **Soft Sand - 0.077 million tonnes**
- **Crushed rock - 1.842 million tonnes**

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9. List of Definitions and Acronyms

The Local Aggregate Assessment uses the following terminology throughout this report:

- **Alternative aggregates** - A general term which can be used to refer to anything other than primary, land-won aggregates. It can include secondary, recycled and sometimes marine aggregates.
- **Apportionment** - the quantity of aggregate for which provision needs to be made in plans within each Mineral Planning Authority in order both to satisfy local needs and to contribute fairly towards National (and former Regional) expectations of future demand.
- **Landbank** - Landbank is a measure of the stock of permitted reserves expressed in terms of the number of years that these would allow production for at a given average rate of extraction. It is a theoretical measure of the life of the reserves if these were to be worked at a consistent annual rate.
- **Land-won aggregates** - Primary aggregates extracted from land.
- **Marine aggregates** - Primary aggregates dredged from the sea, almost exclusively sand and gravel.
- **Primary aggregates** - These are aggregates produced from naturally occurring mineral deposits, extracted specifically for use as aggregate and used for the first time. They are produced either from rock formations that are crushed to produce 'crushed rock' aggregates, from naturally occurring sand and gravel deposits, or solid formations to produce soft sand.
- **Provision rate** - the quantity of aggregate for which provision needs to be made in plans within each Mineral Planning Authority in order both to satisfy local needs and to contribute fairly towards National expectations of future demand
- **Recycled aggregates** - Aggregate materials recovered from construction and demolition processes and from excavation waste on construction sites.
- **Secondary aggregates** - Aggregates derived as a by-product of other quarrying and mining operations or industrial processes, including colliery spoil, china clay waste, slate waste; power station ashes, incinerator bottom ashes and similar products.
- **Sharp sand and gravel** - Sharp sand tends to be relatively coarse and the component grains are more angular than soft sand (see below). Such sands are typically deposited within river channels, rather than in oceans, and are generally found, as part of a sequence of mixed sand & gravel, within river floodplains, river terraces, and (in areas which have been glaciated) within other types of deposit. As the name implies they have a sharper texture than soft sands and, although they can be used as building sand, they are generally not preferred for that purpose because they produce less 'workable' mortars, unless special additives are

included in the mix, adding to the cost. They are better suited to use within concrete products, not least because they usually occur in conjunction with gravels which provide the coarse aggregate component of the concrete mix.

- **Soft Sand** - Soft sand is generally fine-grained sand in which the individual grains are well-rounded, imparting a relatively soft texture and free-flowing nature to the sand. Such sands are commonly deposited in marine environments, where constant movement by the sea results in the rounding, polishing and sorting of the grains. The characteristics of such sands lend themselves especially to products which are required to 'flow' or be easily 'workable' by hand when they are being used - particularly mortars, but also plaster, in the case of very fine grained sand. These are collectively known as 'building sand'. Soft sand may also be used in asphalt products where it is used to stiffen the bitumen binder, and in concrete products - although sharp sand is more commonly used for that purpose.

The Local Aggregates Assessment uses the following acronyms throughout this report:

- **AMRI** – Annual Minerals Raised Inquiry Surveys
- **AWP** – Aggregate Working Party
- **BGS** – British Geological Survey
- **CLG** – Communities and Local Government
- **GDP** – Gross Domestic Product
- **LAA** – Local Aggregates Assessment
- **MASS** – Managed Aggregates Supply System
- **MPAs** – Mineral Planning Authorities
- **Mt** – Million tonnes
- **mtpa** – Million tonnes per annum
- **MWLP** – Minerals and Waste Local Plan
- **NPPF** – National Planning Policy Framework
- **OCC** – Oxfordshire County Council
- **PPG** – Planning Practice Guidance
- **RAWP** – Regional Aggregate Working Parties
- **ROMP** – Review of Old Mineral Permissions
- **SEEAWP** – South East of England Aggregate Working Party

SHMA – Strategic Housing Market Assessment

Appendix 1

Total Oxfordshire Sand and Gravel Sales (including Soft Sand)

(Source: AM Surveys and SEEAWP Surveys)

The AM2019 did not include a separate England total for Soft Sand for 2019, therefore for comparative purposes we have combined the historical records for Sharp Sand and Gravel and Soft Sand to be able to compare the 2019 figure with previous years.

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes) ²⁸	Oxfordshire Soft Sand Sales (million tonnes) ²⁹	Total Oxfordshire Land won Sand and Gravel (million tonnes)	England Total Land Won Sand and Gravel (million tonnes)	Oxfordshire's sales as a percentage of England's sales ³⁰
2003	1.372	0.234	1.479	59.974	2.47%
2004	1.184	0.295	1.289	62.735	2.05%
2005	1.090	0.199	1.166	58.926	1.98%
2006	0.983	0.183	1.059	56.148	1.89%
2007	0.893	0.166	0.78	54.512	1.43%
2008	0.629	0.151	0.627	50.134	1.25%
2009	0.462	0.165	0.597	37.81	1.58%
2010	0.455	0.142	0.69	36.723	1.88%
2011	0.489	0.201	0.714	36.589	1.95%
2012	0.559	0.155	0.566	33.229	1.79%
2013	0.401	0.165	0.869	35.855	2.42%
2014	0.639	0.230	1.001	38.785	2.58%
2015	0.768	0.233	0.878	2015 figures not available	n/a
2016	0.651	0.227	0.954	2016 figures not available	n/a

²⁸ Source: SEEAWP Aggregates Monitoring Surveys

²⁹ SEEAWP Aggregates Monitoring Surveys

³⁰ Figures include data for marine dredged material. This data is allocated to the county in which the port of landing is situation.

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes)²⁸	Oxfordshire Soft Sand Sales (million tonnes)²⁹	Total Oxfordshire Land won Sand and Gravel (million tonnes)	England Total Land Won Sand and Gravel (million tonnes)	Oxfordshire's sales as a percentage of England's sales³⁰
2017	0.703	0.251	1.048	2017 figures not available	n/a
2018	0.796	0.252	1.133	2018 figures not available	n/a
2019	0.994	0.254	1.248	39.708	3.14%
Rolling 10 year annual average, 2003 - 2012	0.812	0.182	0.891	40.433	2.01%
Rolling 10 year annual average, 2004 - 2013	0.715	0.176	0.839	38.629	1.85%
Rolling 10 year annual average, 2005 - 2014	0.660	0.179	0.812	36.853	1.79%
Rolling 10 year annual average, 2006 - 2015	0.628	0.184	0.787	n/a	n/a
Rolling 10 year annual average, 2007 - 2016	0.595	0.192	0.778	n/a	n/a
Rolling 10 year annual average,	0.576	0.202	0.822	n/a	n/a

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes) ²⁸	Oxfordshire Soft Sand Sales (million tonnes) ²⁹	Total Oxfordshire Land won Sand and Gravel (million tonnes)	England Total Land Won Sand and Gravel (million tonnes)	Oxfordshire's sales as a percentage of England's sales ³⁰
2008 – 2017*					
Rolling 10 year average 2009 – 2018	0.592	0.230	0.923	n/a	n/a
Rolling 10 year average 2010 – 2019	0.646	0.211	0.857	n/a	n/a
Average of last 3 years 2014 – 2016	0.686	0.230	0.95	n/a	n/a
Average of last 3 years 2015 – 2017	0.707	0.237	0.717	n/a	n/a
Average of last 3 years 2016 - 2018	0.717	.243	0.96	n/a	n/a
Average of last 3 years 2017- 2019	0.831	.252	1.083	n/a	n/a

Oxfordshire's Historical Mineral Sales
 Sharp Sand and Gravel 2003-2019 (million tonnes)

(Sources: SEEAWP Aggregates Monitoring Surveys, and AMRI Surveys)

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes)³¹	England Sharp Sand & Gravel Sales (million tonnes)³²	Oxfordshire's sales as a percentage of England's sales ³³
2003	1.372	48.674	2.82%
2004	1.184	51.591	2.29%
2005	1.090	48.109	2.27%
2006	0.983	46.316	2.12%
2007	0.893	44.52	2.01%
2008	0.629	41.527	1.51%
2009	0.462	31.705	1.46%
2010	0.455	31.794	1.43%
2011	0.489	31.392	1.56%
2012	0.559	28.702	1.95%
2013	0.401	30.634	1.31%
2014	0.639	33.831	1.89%
2015	0.768	<i>2015 figures not available</i>	n/a
2016	0.651	<i>2016 figures not available</i>	n/a
2017	0.703	<i>2017 figures not available</i>	n/a
2018	0.796	<i>2018 figures not available</i>	n/a

³¹ Source: SEEAWP Aggregates Monitoring Surveys

³² Source: Mineral Extraction in Great Britain survey, Table 2 "Sand and Gravel for Construction". Please note that 2014 is the most recent published report.

³³ Figures include data for marine dredged material. This data is allocated to the county in which the port of landing is situation.

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes)³¹	England Sharp Sand & Gravel Sales (million tonnes)³²	Oxfordshire's sales as a percentage of England's sales ³³
2019	0.994	2019 figures not available	n/a
Rolling 10 year annual average, 2003 - 2012	0.812	40.433	2.01%
Rolling 10 year annual average, 2004 - 2013	0.715	38.629	1.85%
Rolling 10 year annual average, 2005 - 2014	0.660	36.853	1.79%
Rolling 10 year annual average, 2006 – 2015	0.628	n/a	n/a
Rolling 10 year annual average, 2007 – 2016	0.595	n/a	n/a
Rolling 10 year annual average, 2008 – 2017*	0.576	n/a	n/a
Rolling 10 year average 2009 – 2018	0.592	n/a	n/a
Rolling 10 year average 2010 – 2019	0.569	n/a	n/a
Average of last 3 years 2014 – 2016	0.686	n/a	n/a
Average of last 3 years 2015 – 2017	0.707	n/a	n/a
Average of last 3 years 2016 - 2018	0.717	n/a	n/a
Average of last 3 years 2017 - 2019	0.813	n/a	n/a

Sales of Soft Sand 2003–2017 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys, and AMRI Surveys)

	Oxfordshire Soft Sand Sales (million tonnes)³⁴	England Soft Sand Sales (million tonnes)³⁵	Oxfordshire's sales as a percentage of England's sales.
2003	0.234	11.300	2.07%
2004	0.295	11.144	2.65%
2005	0.199	10.817	1.84%
2006	0.183	9.832	1.86%
2007	0.166	9.992	1.66%
2008	0.151	8.607	1.75%
2009	0.165	6.105	2.70%
2010	0.142	4.929	2.88%
2011	0.201	5.197	3.87%
2012	0.155	4.527	3.42%
2013	0.165	5.221	3.16%
2014	0.230	4.954	4.64%
2015	0.233	<i>2015 figures not available</i>	n/a
2016	0.227	<i>2016 figures not available</i>	n/a
2017	0.251	<i>2017 figures not available</i>	n/a
2018	0.252	<i>2018 figures not available</i>	n/a
2019	0.254	<i>2019 figure not available</i>	n/a

³⁴ SEEAWP Aggregates Monitoring Surveys

³⁵ Source: Mineral Extraction in Great Britain survey, Table 2 "Sand and Gravel for Construction". Please note that 2014 is the most recent published report.

	Oxfordshire Soft Sand Sales (million tonnes)³⁴	England Soft Sand Sales (million tonnes)³⁵	Oxfordshire's sales as a percentage of England's sales.
Rolling 10 year annual average (2003 – 2012)	0.189	8.246	2.34%
Rolling 10 year annual average (2004 – 2013)	0.182	7.637	2.38%
Rolling 10 year annual average (2005 – 2014)	0.176	7.018	2.51%
Rolling 10 year annual average (2006 - 2015)	0.179	n/a	n/a
Rolling 10 year annual average (2007 - 2016)	0.184	n/a	n/a
Rolling 10 year annual average (2008 – 2017) *	0.192	n/a	n/a
Rolling 10 year annual average (2009 – 2018)	0.202	n/a	n/a
Rolling 10 year annual average (2010– 2019)	0.211	n/a	n/a
Average of last 3 years 2014 – 2016	0.230	n/a	n/a
Average of last 3 years 2015 – 2017	0.237	n/a	n/a
Average of last 3 years 2015 – 2018	.243	n/a	n/a
Average of last 3 years 2016 - 2019	.252	n/a	n/a

Sales of Crushed Rock 2003 – 2019 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys, and AMRI Surveys)

	Oxfordshire Crushed Rock Sales (million tonnes)³⁶	England Crushed Rock Sales (million tonnes)³⁷	Oxfordshire's sales as a percentage of England's sales.
2003	0.629	83.957	0.75%
2004	0.557	85.653	0.65%
2005	0.564	80.593	0.70%
2006	0.495	83.722	0.59%
2007	0.717	82.922	0.86%
2008	0.543	75.179	0.72%
2009	0.363	59.666	0.61%
2010	0.272	50.115	0.54%
2011	0.322	57.744	0.56%
2012	0.242	52.980	0.46%
2013	0.502	53.417	0.94%
2014	1.061	63.835	1.66%
2015	0.914	<i>2015 figures not available</i>	n/a
2016	0.715	<i>2016 figures not available</i>	n/a
2017	0.867	<i>2017 figures not available</i>	n/a
2018	0.751	<i>2018 figures not available</i>	n/a
2019	0.843	83.015	1.02%
Rolling 10 year annual average 2003 - 2012	0.470	71.253	0.66%

³⁶ SEEAWP Aggregates Monitoring Surveys

³⁷ Source: BGS 2014 and 2019 survey

	Oxfordshire Crushed Rock Sales (million tonnes)³⁶	England Crushed Rock Sales (million tonnes)³⁷	Oxfordshire's sales as a percentage of England's sales.
Rolling 10 year annual average 2004 - 2013	0.458	68.199	0.67%
Rolling 10 year annual average 2005 - 2014	0.508	66.017	0.77%
Rolling 10 year annual average 2006 - 2015	0.543	n/a	n/a
Rolling 10 year annual average 2007 - 2016	0.565	n/a	n/a
Rolling 10 year annual average 2008 – 2017	0.580	n/a	n/a
Rolling 10 year annual average 2009 – 2018	0.601	n/a	n/a
Rolling 10 year annual average 2010 – 2019	0.649	n/a	n/a
Average of last 3 years 2014 – 2016	0.897	n/a	n/a
Average of last 3 years 2015 – 2017	0.832	n/a	n/a
Average of last 3 years 2016 – 2018	0.778	n/a	n/a
Average of last 3 years 2017 – 2019	0.820	n/a	n/a

Appendix 2

Imports and Exports

Imports, Exports and Consumption of Primary Aggregates in Oxfordshire

2009, 2014, 2020 (millions of tonnes) (Source: Collation of the Results of the 2019 Aggregates Minerals Survey for England and Wales, MHCLG, August 2021 and Collation of the Results of the 2014 Aggregates Minerals Survey for England and Wales, DCLG, October 2016, Collation of the Results of the 2019 Aggregates Minerals Survey for England and Wales, DCLG, October 2011)

	Sand and Gravel 2009	Crushed Rock 2009	All Primary Aggregates 2009	Sand and Gravel 2014	Crushed Rock 2014	All Primary Aggregates 2014	Sand and Gravel 2019	Crushed Rock 2019	All Primary Aggregates 2019
A. Production / Sales in Oxfordshire	0.628	0.363	0.991	0.869	1.061	1.93	1.248	.843	2.091
B. Exported out of Oxfordshire	0.140	0.179	0.319	0.221	0.347	0.568	0.476	.582	1.058 ³⁸
C. Produced and consumed in Oxfordshire (A – B)	0.487	0.184	0.672	0.648	0.714	1.362	0.772	0.261	1.033
D. Imported into Oxfordshire	0.270	0.441	0.711	0.117	0.787	0.904	.128	.356	0.484

³⁸ This included the unallocated. It should be noted that some of this may have been consumed in Oxfordshire.

	Sand and Gravel 2009	Crushed Rock 2009	All Primary Aggregates 2009	Sand and Gravel 2014	Crushed Rock 2014	All Primary Aggregates 2014	Sand and Gravel 2019	Crushed Rock 2019	All Primary Aggregates 2019
E. Total Consumption in Oxfordshire (C+D)	0.757	0.625	1.383	0.765	1.501	2.266	0.900	0.617	1.517

The equivalent figures for 2005 are not available because Oxfordshire was grouped with Buckinghamshire and Berkshire in the AM2005 Report.

No equivalent information can be derived from the earlier AM2001 Survey report, because all results are presented on a regional basis and there are no local figures.

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Destinations

Destinations of Sand & Gravel Produced in Oxfordshire 2009 and 2014

(Source: Oxfordshire County Council Aggregates Monitoring Survey 2009 and 2014)

Destination	2009 Sand and Gravel (including soft sand) Tonnes	2009 Sand and Gravel (including soft sand) %	2014 Sand and Gravel (including soft sand) Tonnes	2014 Sand and Gravel (including soft sand) %
Oxfordshire	487,260	77.6	648,282	74.60
Berkshire	20,785	3.3	99,259	11.42
Buckinghamshire & Milton Keynes	13,663	2.2	9,712	1.11
Rest of South East & London	15,565	2.5	4,642	0.81
Wiltshire, Swindon & Gloucestershire	68,203	10.9	95,089	10.94
Northamptonshire & Warwickshire	4,993	0.8	9,674	1.11
TOTAL	627,783	100	866,658	100

Destinations of Crushed Rock Produced in Oxfordshire 2009 and 2014

(Source: Oxfordshire County Council Aggregates Monitoring Survey 2009 and 2014)

Destination	2009 Crushed Rock Tonnes	2009 Crushed Rock %	2014 Crushed Rock Tonnes	2014 Crushed Rock %
Oxfordshire	180,867	49.8	663,463	62.56
Berkshire & Buckinghamshire & Milton Keynes	23,081	6.4	254,223	23.97
Rest of South East & London	0	0	5,755	0.55

Destination	2009 Crushed Rock Tonnes	2009 Crushed Rock %	2014 Crushed Rock Tonnes	2014 Crushed Rock %
Wiltshire, Swindon & Gloucestershire	29,694	8.2	14,308	1.35
Northamptonshire & Warwickshire	118,788	32.7	121,258	11.43
TOTAL	362,839	100	1,060,573	99.86

The AM2005 survey report combined figures for the destinations of aggregates sold in Oxfordshire with the destinations of sales in Berkshire and Buckinghamshire. It is therefore not possible to derive equivalent figures for 2005.

Destinations of Sand & Gravel Produced in Oxfordshire 2019

(Source: BGS)

For 2019, we do not currently have the exact amounts of mineral produced in Oxfordshire that were consumed by other areas.

The AM2019 set out the % of the amount of sand and gravel consumed in each destination that was produced from Oxfordshire in relation to the Authorities own total demand of sand and gravel. The table then indicates the lowest and maximum amount of sand and gravel produced from Oxfordshire based on these percentages.

Destination of Oxfordshire's produced Land won Sand and Gravel (Including soft sand) in 2019 (1.248mt)

Oxfordshire	62% of total sand and gravel consumed in Oxfordshire	0.772mt**
Hampshire and Isle of Wight	Between 10% and 20% of total sand and gravel consumed in Hampshire and Isle of Wight	Between 0.095mt and 0.189mt came from Oxfordshire
Buckinghamshire and Milton Keynes	Between 1% and 10% of total sand and gravel consumed in Berkshire	Between 0.014mt and 0.138mt came from Oxfordshire
Berkshire	Between 1% and 10% of total sand and gravel consumed in Berkshire	Between 0.007mt and 0.074mt came from Oxfordshire

Oxfordshire	62% of total sand and gravel consumed in Oxfordshire	0.772mt**
Wiltshire and Swindon	Between 1% and 10% of total sand and gravel consumed in Wiltshire and Swindon	Between 0.005mt and 0.052mt came from Oxfordshire
West of England (Avon)	Between 10% and 20% of total sand and gravel consumed in West of England	Between 0.002mt and 0.006mt came from Oxfordshire
Surrey, Dorset, Gloucestershire, Northamptonshire, Somerset and Exmoor National Park, Warwickshire, Worcestershire, Scotland and West London	Less than 1% of each MPAs total sand and gravel was sourced from Oxfordshire	Max .043mt came from Oxfordshire
Unknown in the South East	Between 40 and 50% sand and gravel consumed in the South East	Between 0.172mt and 0.216mt came from Oxfordshire
Unknown Destination	Between 1%-10% of the total sand and gravel consumed that went to unknown destinations.	Between 0.014mt and 0.142mt came from Oxfordshire

*This is the highest and lowest percentage of sand and gravel from Oxfordshire taken from the importing Authorities total Sand and Gravel consumed. (Other than Oxfordshire)

** Known figure from AM2019

Destinations of Crushed Produced in Oxfordshire 2019

(Source: BGS))

The AM2019 set out the % of the amount of crushed rock consumed in each destination that was produced from Oxfordshire, in relation to the Authorities own total demand of sand and gravel. The table then indicates the lowest and maximum amount of sand and gravel produced from Oxfordshire based on these percentages.

Total Crushed Rock exported destinations in 2019 (0.582mt)

Source	Proportion	Range* (millions of tonnes)
Oxfordshire	31% of total Consumed Crushed rock in Oxfordshire	0.261mt*

Source	Proportion	Range* (millions of tonnes)
Northamptonshire	Between 1% and 10% of total Crushed Rock consumed in Northamptonshire	Between 0.017mt and 0.165mt came from Oxfordshire
Buckinghamshire and Milton Keynes	Between 10% and 20% of total Crushed Rock consumed in Buckinghamshire and Milton Keynes	Between 0.070 and 0.141mt came from Oxfordshire
Warwickshire	Between 1% and 10% of total Crushed Rock consumed in Warwickshire	Between 0.011mt and 0.107mt came from Oxfordshire
Berkshire	Between 1% and 10% of total Crushed Rock consumed in Berkshire	Between 0.009mt and 0.089mt came from Oxfordshire
Unknown somewhere in the South East	Between 50% and 60% of total Crushed Rock destination in the South East unknown	0.256mt and 0.307mt came from Oxfordshire
Bedfordshire, Gloucestershire, Hampshire and Isle of Wight, Hertfordshire, Surrey	Less than 1% of each MPAs total Crushed Rock was sourced from Oxfordshire	Max 0.043mt came from Oxfordshire

*This is the highest and lowest percentage of sand and gravel from Oxfordshire taken from the importing Authorities total Crushed rock consumed. (Other than Oxfordshire)

** Known figure from AM2019

Destinations of Sand and Gravel Produced in Oxfordshire 2005, 2009 and 2014
(Source: AM2005, and AM2009, 2014)

Destination (Source MPA – Oxfordshire)	Sand and gravel (millions of tonnes) 2005	Sand and gravel (millions of tonnes) 2009	Sand and gravel (millions of tonnes) 2014
Berkshire, Oxfordshire and Buckinghamshire	0.304	0.520 of which 0.487 in Oxfordshire	0.757 of which 0.648 in Oxfordshire
Elsewhere in South East	0.418	0.015	0.012
Elsewhere	0.550	0.090	0.100
Unallocated	0.017	0	0
Total	1.289*	0.627*	0.869*

*Totals may not match sub totals due to varying categories

Destinations of Crushed Rock Produced in Oxfordshire 2005 and 2009

Destination (Source MPA – Oxfordshire)	Crushed rock (millions of tonnes) 2005	Crushed rock (millions of tonnes) 2009	Crushed rock (millions of tonnes) 2014
Berkshire, Oxfordshire and Buckinghamshire	0.277	0.184 all in Oxfordshire	0.919
Elsewhere in South East	0.134	0.025 incl. Berkshire & Buckinghamshire	0.010
Elsewhere	0.152	0.154	0.130
Total	0.564*	0.363	1.061

*May not match sub totals due to varying categories.

Sources

Sources of sand and gravel consumed in Oxfordshire 2009

(Source: BGS)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	64%	0.474
Gloucestershire	25%-20%	0.145- 0.185
Warwickshire, Bristol (marine), Hampshire, Berkshire and Leicestershire (in descending order)	Between 5% and 1% from each area	n/a
Milton Keynes, Central Bedfordshire (includes Bedford Borough), Kent, Cambridgeshire, Staffordshire, Buckinghamshire, Dorset, Wiltshire, Solihull (includes Walsall) and Hertfordshire (in descending order)	Less than 1% from each area	n/a

Sources of crushed rock consumed in Oxfordshire 2009

(Source: BGS)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	29%	0.181
South Gloucestershire	30%-25%	0.187- 0.156
Somerset	25% - 20%	0.156- 0.125
Leicestershire	15%-10%	0.093- 0.063
Rhondda, Cynon, Taf (Taff), Gloucestershire and Powys (in descending order)	Between 5% and 1% from each area	n/a
Shropshire, North Somerset and Caerphilly/Merthyr Tydfil (merged for confidentiality) and Derbyshire (in descending order)	Less than 1% from each area	n/a

Sources of sand and gravel consumed in Oxfordshire 2014

(Source: BGS)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	80-90%	0.612 - 0.6885
Wiltshire, Windsor & Maidenhead, Cambridgeshire, Leicestershire	1-10%	0.00765 – 0.0765
Devon, Gloucestershire, Hampshire, West Berkshire, Central Bedfordshire, Essex, Hertfordshire, Northamptonshire, Staffordshire, Worcestershire.	<1%	<0.00765

Sources of crushed rock consumed in Oxfordshire 2014

(Source: BGS)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	40-50%	0.6 – 0.75
Somerset	30-40%	0.45 – 0.6
Leicestershire	10-20%	0.15 – 0.3
Gloucestershire	1-10%	0.015 – 0.15
North Somerset, South Gloucestershire, Cambridgeshire, Shropshire, Powys	<1%	<0.015

Sources of sand and gravel consumed in Oxfordshire 2019

(Source: BGS)

Total Land won Sand and Gravel (Including soft sand) consumed in Oxfordshire in 2019 (0.900mt)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	80-90%	0.772mt*
Cambridgeshire, Lincolnshire, Staffordshire and Wiltshire	Between 1% and 10% from each area	Between 0.036mt and 0.363mt**

Source	Proportion	Tonnage where known (millions of tonnes)
	of total consumed within Oxfordshire	
Leicestershire, Buckinghamshire Bristol City, Central Bedfordshire, Gloucestershire, Hampshire, Hertfordshire and Portsmouth	Less than 1% from each area	Max .081mt***

* Exact figure taken from AM Survey 2019

** The lower number represents 1% of total consumed and the higher represents 10% of total consumed.

*** A maximum of 1% was taken for each Authority that exported Minerals to Oxfordshire

Sources of Crushed Rock Gravel consumed in Oxfordshire 2019

(Source: BGS)

Total Crushed Rock consumed in Oxfordshire in 2019 (0.617mt)

Source	Proportion	Tonnage Estimates (millions of tonnes)
Oxfordshire	40-50%	0.261mt*
Gloucestershire, Leicestershire, Somerset	10-20%	Between 0.185 and 0.370**
North Somerset, Powys, Rhondda Cynon Taf (Taff), Shropshire, South Gloucestershire	Between 1% and 10% from each area of total consumed within Oxfordshire	Between 0.031mt and 0.308mt***
Cambridgeshire, Derbyshire, Warwickshire	Less than 1% from each area	Max .024mt****

* Exact figure taken from AM Survey 2019

** The lower number represents 10% of total consumed and the higher represents 20% of total consumed.

*** The lower number represents 10% of total consumed and the higher represents 20% of total consumed.

**** A maximum of 1% was taken for each Authority that exported Minerals to Oxfordshire

Appendix 3

Mineral provision requirements over the Plan period.

This section sets out the requirements to meet the Core Strategy Provision and also the requirements to meet the LAA2020.

Sand and Gravel Provision required over plan period 2014 – 2031

(As at Dec 2019)

	Sharp Sand & Gravel (million tonnes)
A. Annual Provision (from policy M2 / LAA)	1.015
B. Requirement 2014 – 2031 (policy M2) (A x 18 years)	18.270
C. Sales in 2014 – 2019(Oxfordshire)	4.552
D. Remaining requirement (B – C)	13.718
E. Permitted Reserves at end 2019	12.075
F. Estimated permitted reserves available to be worked during remainder of plan period (from beginning 2020 to end 2031)	10.988
G. Remaining requirement to be provided for in Plan (D – F)	2.73

Notes:

1. Permitted Reserves at end 2019 (Row E) do not include approximately 1.0 million tonnes of sharp sand and gravel at Thrupp Farm Quarry, Radley (South), which were previously included. Under 'ROMP' procedure the planning permission for this site has gone into suspension, and is currently dormant, and the site cannot be worked

until there has been a review of the planning conditions attached to the planning permission. Consequently, in accordance with national Planning Practice Guidance, the 'reserves' at this site should not currently be included as permitted reserves and they do not form part of the landbank.

2. The planning application for a new quarry at New Barn Farm, Cholsey (South) submitted in 2016 and permitted in 2018 is for the working of a total of 2.5 million tonnes of sharp sand and gravel. Information in the application indicates this will be worked over 18 years from 2020, at an average rate of working of approximately 0.14 million tonnes per annum. Mineral extraction at New Barn Farm is therefore expected to extend beyond the end of the plan period (2031); of the total of 2.5 million tonnes, it is estimated approximately 1.68 million tonnes will be worked within the plan period and approximately 0.82 million tonnes will remain to be worked after 2031.
3. The site at Stonehenge Farm has not extracted any sand and gravel during 2019. This site has an end date of 2024 and the Planning Statement states that extraction would be at a rate of 300000tpa, whilst the Inspectors report gave 200,000tpa. If an extraction rate of 300,000tpa is taken, then there is only 1.2million to be extracted over the Plan period before the permission expires.
4. The permitted reserves of sharp sand and gravel available to be worked during the plan period have therefore been reduced by 1.87 million tonnes, from 12.075 million tonnes (row E) to an estimated 10.988 million tonnes (row F).

Soft Sand provision required over the Plan period 2014-2031

(As at Dec 2019)

	Soft Sand Core Strategy Requirement (Million Tonnes)	Soft Sand Core Strategy 2014- 2018/ LAA 2019 onwards Provision Rate (Million Tonnes)
A Annual Provision	0.189 (Policy M2)	5years x 0.189 13years x 0.243
B. Requirement 2014 – 2031	3.402	4.104 (0.945+3.159)
C. Sales in 2014 – 2019	1.447	1.447
D. Remaining requirement (B – C)	1.955	2.657
E. Permitted Reserves at end 2019	3.047	3.047
F. Estimated permitted reserves available to be worked during remainder of plan period (from beginning 2019 to end 2031)	2.58	2.58
G. Remaining requirement to be provided for in Plan (D – F)	0	0.077

Notes:

1. The planning application for an extension to Bowling Green Farm Quarry submitted in 2016 and permitted in June 2017 is for the working of a total of 1.6 million tonnes of soft sand. Information in the application indicates this will be worked over 19 years

from 2018 to 2036 at an average rate of working of approximately 0.08 million tonnes per annum. Mineral working at Bowling Green Farm Quarry is therefore expected to extend beyond the end of the plan period (2031); of the total of 1.6 million tonnes, it is estimated approximately 1.1 million tonnes will be worked within the plan period and approximately 0.5 million tonnes will remain to be worked after 2031.

2. The planning application for an extension to Duns Tew Quarry submitted in 2014 and permitted in May 2017 is for the working of a total of 0.415 million tonnes of soft sand. Information in the application indicates this will be worked over 16/17 years from 2017 to 2033/34 at an average rate of working of approximately 0.025 million tonnes per annum. Mineral working at Duns Tew Quarry is therefore expected to extend beyond the end of the plan period (2031); of the total of 0.415 million tonnes, it is estimated approximately 0.365 million tonnes will be worked within the plan period and approximately 0.05 million tonnes will remain to be worked after 2031.
3. The permitted reserves of soft sand available to be worked during the plan period have therefore been reduced by 0.47 million tonnes, from 3.047million tonnes (row G) to an estimated 2.58 million tonnes (row H).

Crushed Rock provision required over the Plan period 2014-2031

(As at December 2019)

	Core Strategy Requirement	Core Strategy 2014- 2018/ LAA 2019 onwards Provision Rate (Million Tonnes)
A. Annual Provision (from policy M2 / LAA)	0.584	5 x 0.584 13 x 0.778
B. Requirement 2014 – 2031 (policy M2) (A x 18 years)	10.512	13.034 (2.92 + 10.114)
C. Sales in 2014 – 2019	5.151	5.151
D. Remaining requirement (B – C)	5.361	7.883
E. Permitted Reserves at end 2019	6.741	6.741
F. Estimated permitted reserves available to be worked during remainder of	6.041	6.041

plan period (from beginning 2019 to end 2031)		
G. Remaining requirement to be provided for in Plan (D-F)	0	1.842

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Appendix 4

Population

The table below presents the population figures for Oxfordshire for the 10 year baseline period (2010 to 2019).

Table 1: Oxfordshire population figures for the 10 year baseline period (2010 to 2019) ³⁹

Year	Population
2010	648,688
2011	654,791
2012	660,009
2013	663,998
2014	669,377
2015	673,590
2016	678,484
2017	682,444
2018	687,524
2019	691,667

Population forecasts for Oxfordshire up to 2028

Year	Population Forecast ⁴⁰	Population Forecast ⁴¹
2020	695,890	695,595
2021	699,594	708,105
2022	703,002	721,423

³⁹ www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/

⁴⁰ www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections

⁴¹ insight.oxfordshire.gov.uk/cms/future-population

Year	Population Forecast ⁴⁰	Population Forecast ⁴¹
2023	706,188	731,090
2024	709,180	742,638
2025	712,023	755,803
2026	714,785	769,797
2027	717,536	784,018
2028	720,204	799,634

Housing Completion Figures

Housing completions by year in Oxfordshire⁴²

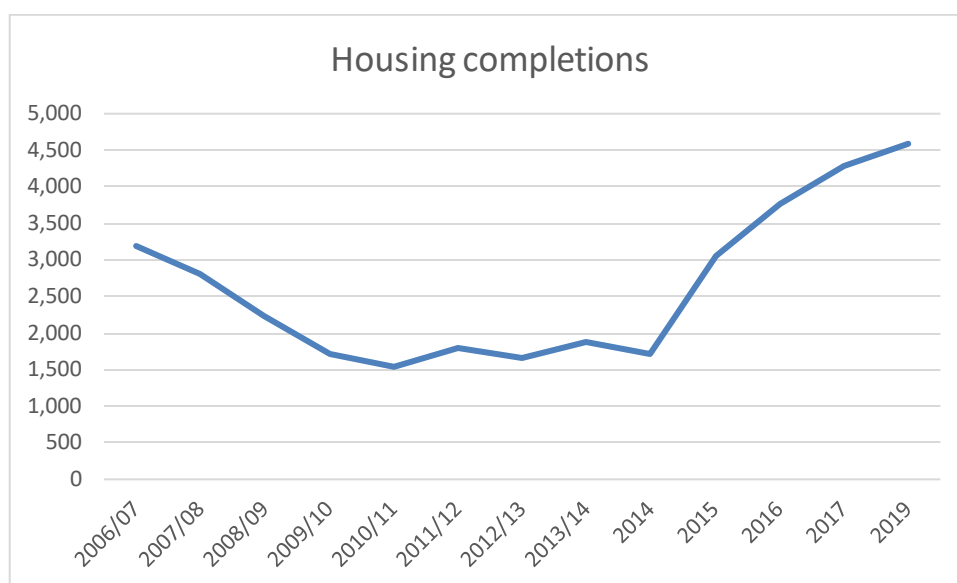
Year	Housing Completions
2010/11	1,539
2011/12	1,799
2012/13	1,661
2013/14	1,873
2014	1726
2015	3044
2016	3761
2017	4277
2018	4589
2019	5164

Notes:

a) completions figures above differ slightly from those in the OGNA, due to differences in when a house is deemed 'completed'.

(b) note that ONS data is by calendar year, whereas district data is by financial year. Since 2014 we have now used District Data.

⁴² Oxfordshire County Council and District Monitoring Reports



Projected housebuilding⁴³

Year	Planned housebuilding
2021/22	5347
2022/23	6010
2023/24	6288
2024/25	6183
2025/26	6710
2026/27	7011
2027/28	6893
2028/29	6616
2029/30	5723
2030/31	5337

⁴³ District local plans, District Planning Officers, Oxfordshire County Council Data Team

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OXFORDSHIRE LOCAL AGGREGATE ASSESSMENT 2021

October 2021

Prepared by Oxfordshire County Council
October 2021 (including information provided 2014 by LUC and Cuesta Consulting
Limited)

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1.Oxfordshire Summary of Key Data 2020

Summary – Oxfordshire County Council 2020									
Quarry Sales	2020 Sales (Mt) & Trend	Average (10-yr) Sales & Trend	Average (3-yr) Sales & Trend	LAA 2021 Rate (Mt) ²	Reserve (Mt)	Landbank (years)	Allocations (years)	Capacity (Mtpa)	Comments
Soft Sand	↓ .210	0.218	0.239	0.243	3.915	16.11	N/A	.365	LAA rate remains at 0.243mtpa Landbank above 10-year requirement
Sharp Sand & Gravel	↓ .830	0.683	0.873	1.015	11.439	11.27	N/A	2.072	LAA rate remains at 1.015mtpa Landbank above 10-year requirement
Crushed Rock	↑ 1.087	0.730	0.894	0.778	7.151	9.19	N/A	1.950	LAA rate remains at 0.778mtpa Landbank below 10-year requirement
Recycled / Secondary Aggregates	↑ .438	N/A	N/A	0.926	n/a	N/A	N/A	0.824	Only 10 operators responded, so for this survey we used last 3 years sales for those we had details from previous data from. Gave a 58% operator detail

Rail Depot Sales (Sand & Gravel)	c	c	c	c	c	c	c	C	Due to confidentiality due to two operators of the four sites, we are unable to share these figures
Rail Depot Sales (Crushed Rock)	c	c	c	c	c	c	c	C	Due to confidentiality, we are unable to share these figures

General Comment

2020 saw the Global Pandemic due to Covid. This was a highly unusual year as the Country was in lockdown, with different industries opening at different times.

There has been a decrease in all Sand and Gravel sales in Oxfordshire, but a significant increase in Crushed Rock Sales.

There has been a further drop in Recycled and Secondary Aggregates, but this could be due to lockdown.

A permission at Shellingford was granted in 2020, which added additional reserves to soft sand and crushed rock reserves.

The LAA Rate of 1.015mt for sharp sand and gravel has as set in the LAA2014 and each subsequent LAA, and also contained within the Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy, has been maintained as this reflects the level of future demand and the current sales figures.

The LAA rate for Soft Sand and Crushed Rock have been maintained within this LAA, though whilst soft sand sales fell this year and crushed rock was considerably higher than previous years, the full implications of Covid and the lockdown on the operation of sites, and the planned growth is as yet unknown.

Using the Crushed Rock LAA Rate, we are still below the required 10-year landbank for the third consecutive year. This issue will be considered within the Core Strategy Review and the work on the Minerals and Waste Local Plan Part 2: Site Allocations Plan.

2.Executive Summary

- 2.1 The National Planning Policy Framework, July 2021 (NPPF) states that mineral planning authorities should prepare an annual Local Aggregate Assessment (LAA)
- 2.2 The LAA is required to:
- Forecast the demand for aggregates based on average 10 years' sales data and other relevant local information;
 - analyse all aggregate supply options and;
 - assess the balance between demand and supply.
- 2.3 This is the ninth LAA for Oxfordshire and includes the 2020 aggregate sales and reserves data for the County. The 10-year period covered by this LAA is 2011 up to 2020 and the three-year period is 2018 – 2020.
- 2.4 The primary aggregate figures within this LAA2021 are taken from the 2020 Aggregates Minerals (AM2021) undertaken by the County Council on behalf of South East England Aggregate Working Party.

Demand

Sand and Gravel

- 2.5 Sales of sharp sand and gravel decreased in 2020 to 0.830mt. They were still higher than pre 2018 sales but fell 16% compared to 2019 sales. However, there was an increase in the 10-year sales average (0.683mt). The 3-year sales average of sharp sand and gravel increased by 5% to 0.873mt and is higher than the 10-year average. Both are still below the LAA provision figure.
- 2.6 Having considered the sales trends, other relevant information contained within this report and in light of Covid, it is not considered necessary to change the LAA2021 provision figure for sharp sand and gravel and it will remain at 1.015mtpa.
- 2.7 Sales of soft sand in 2020 dropped to 0.210mt and were the lowest levels since 2014. The 10-year sales average increased 3% to 0.218mt, above the Core Strategy provision figure of 0.189mtpa, however it is below the LAA2019 figure of 0.243mtpa. The 3-year sales average dropped 5% on the previous year however it is still 8% higher than the 10-year average. However, it is now 1.7% lower than the LAA provision figure.
- 2.8 Having considered the sales trends, other relevant information contained within this report and in light of Covid, is not considered necessary to change the LAA2021 provision figure for sharp soft sand and it will remain at 0.243mtpa.

Crushed Rock

- 2.9 Sales of crushed rock increased 29% in 2020 to 1.087mt which in turn saw the 10-year sales average increase of 12.5% to 0.730mtpa. This is above the Core Strategy provision figure of 0.584mtpa, and below the LAA2019 provision rate of 0.778. The 3-year sales average rose by 9% to 0.893mt on the previous 3-year period and is now higher than the LAA2019 provision rate.

- 2.10 Having considered the sales trends and other relevant information contained within this report, and in light of Covid, is not considered necessary to change the LAA2021 provision figure for crushed rock and it will remain at 0.778mtpa.

Rail Depots

- 2.11 In 2020 sales from the Rail Depots dropped compared to 2018. This could be due to Covid and lockdown and will need to be reviewed in the 2021 LAA. Due to confidentiality, we are unable to publish the yearly figures though we can say that they have been at a significantly higher rate than 2014 and that they are still twice that of 2007.

Recycled and Secondary Aggregates

- 2.12 Sales of recycled and secondary aggregates recorded in the survey were 0.286mt in 2020. Due to another poor response from operators, to try ensure a more accurate picture of the sales of secondary and recycled aggregates, an estimate has been made for those sites we had previous sales returns for, and information from planning applications has also been used. This gave a 56% rate for completion.
- 2.13 2020 therefore has recorded sales in Recycled and Secondary Aggregate of 0.439mt
- 2.14 Having considered the sales trends and other relevant information contained within this report, the LAA 2020 figure for recycled and secondary aggregate should be the provision figure set in the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy 2017, Policy M3 which is 0.926mtpa.

Supply

Sand and gravel

- 2.15 At the end of 2020, Oxfordshire had 12 sand and gravel quarries within Oxfordshire, one not yet commenced and two currently inactive. No planning permissions were granted in 2019 and there was one sharp sand and gravel planning application outstanding.
- 2.16 Total permitted reserves of sharp sand and gravel in Oxfordshire at the end of 2020 were 11.439mt. Using the Core Strategy/LAA2020 provision figures of 1.015mtpa, this gives a landbank of 11.27 years.
- 2.17 In terms of the plan period, the provision figure for sharp sand and gravel of 1.015mtpa multiplied by the plan period of 18 years, gives a total provision requirement of 18.27mt for the period 2014 to 2031.
- 2.18 Taking into account sales in 2014 – 2020 (total 5.382mt), and reserves that are expected to be worked during the plan period (11.250mt), the remaining requirement for the Plan period to 2031 is 1.63mt

Soft Sand

- 2.19 In Oxfordshire, at the end of 2020, there are eight active sites with planning permission for soft sand extraction. One planning application for 1.8mt at Shellingford was granted and there is another planning application outstanding at the end of 2020

- 2.20 Total permitted reserves for soft sand in Oxfordshire at the end of 2020 were 3.915mt. Using the latest LAA provision figures this gives a landbank of 16.11 years.
- 2.21 If we are to meet the Core Strategy Requirement of 3.402 million tonnes over the Plan period, there is no further requirement for soft sand over the Plan Period.
- 2.22 Also if we are to meet the LAA requirements and maintain a steady and adequate supply of mineral over the Plan period, we have used the LAA 2014-2018 figure of 0.189mtpa, up until it was increased to .243mpa through the LAA2019, giving a total requirement over the Plan period of 4.104 million tonnes.
- 2.23 Taking into account sales in 2014 – 2020 (total 1.657mt), and reserves that are expected to be worked during the plan period (2.61 mt), there is also no further requirement for soft sand over the Plan Period.

Crushed Rock

- 2.24 At the end of 2020, there are 14 sites with planning permission for crushed rock extraction. There are 11 active sites and 3 inactive sites. A planning permission was granted in 2020 for 1 million tonnes of crushed rock at Shellingford. There are also three planning applications for crushed rock outstanding at the end of 2020.
- 2.25 Total permitted reserves for Crushed Rock in Oxfordshire at the end of 2020 were 7.151mt. Using the latest LAA provision figures this gives a landbank of years 9.19, which is below the 10 years required by the NPPF.
- 2.26 If we are to meet the Core Strategy Requirement of 10.512million tonnes over the Plan period, then there is no further requirement for Crushed Rock over the Plan Period.
- 2.27 However to meet the LAA requirements and maintain a steady and adequate supply of mineral over the Plan period, we have used the LAA 2014-2018 figure of 0.584mtpa, up until it was increased to .778mpa through the LAA2019, giving a total requirement over the Plan period of 13.034 million tonnes.
- 2.28 Taking into account sales in 2014 – 2020 (total 6.238), and reserves that are expected to be worked over the plan period (5.091mt), the remaining requirement for the period to 2031 is 0.895mt.
- 2.29 To meet the Core Strategy Requirements, we will need to identify sites within the Site Allocations Plan to meet the following need:

- **Sand and Gravel – 1.638 million tonnes**
- **Soft Sand - 0 million tonnes**
- **Crushed rock - 0 million tonnes**

- 2.30 However only identifying sites to meet the Core Strategy requirement will not address us falling below our required 10-year landbank for Crushed Rock.

- 2.31 Our intention had been to address this landbank issue and identify sites through our Site Allocations Document based on the latest Local Aggregate Assessment requirements.
- 2.32 However, following a review of the evidence for the Core Strategy and the Inspector's Reports and advice from our "critical friend" North Northamptonshire Council, it has been determined that the Site Allocations Document is required to identify only the sites needed to meet the requirement as set out for the Core Strategy above; not the requirements of the latest Local Aggregates Assessment (LAA). Consequently, the landbank for Crushed Rock issue will not be able to be addressed through the Site Allocations Document at this current stage.
- 2.33 We are therefore intending to carry out a consultation on a Core Strategy Review, which at this stage has identified the need for a Partial Update of the Core Strategy in relation to Policy M2.
- 2.34 Based on this Review and Partial Update, we will then be able to identify additional future sites for sharp sand and gravel, soft sand and crushed rock to meet the LAA identified mineral requirements over the Plan Period.
- 2.35 This LAA2020 shows that based on Local Aggregates Assessments we will need to meet the following requirements over the Plan Period
- **Sand and Gravel – 1.638million tonnes.**
 - **Soft Sand - 0 million tonnes**
 - **Crushed rock – 0.895 million tonnes**

Recycled and secondary material sites

- 2.36 At the end of 2020, Oxfordshire's capacity to produce recycled and secondary aggregate as recorded for the SEEAWP survey was approximately 0.824mt based on a 56% completion record. Permitted Capacity taken from planning decisions, application statements and previous survey findings at the end of 2020 was 1,484,199 million tonnes.

Rail Depots

- 2.37 Oxfordshire has four permitted rail depots, three of which are operational. The combined sales from the three railhead depots operational in 2020 represent 74% of the total throughput capacity of these three depots. If the permitted railhead depot at Shipton on Cherwell is developed, the capacity will be increased

Relationships with other MPA's

- 2.38 Every county in the UK has to import aggregates because none possess the geology necessary to produce all the types of aggregate required. All sales which reflect supply and demand are tracked in the four (six) yearly national aggregate surveys.
- 2.39 The most recent is the 2019 Aggregates Minerals Survey for England and Wales (AM2019) was undertaken by British Geological Survey (BGS) under a contract with the Ministry of Housing, Communities and Local Government (MHCLG). The AM2019 sets out aggregate movements at a sub-regional level. This was discussed within the LAA2020 but it highlighted that

Oxfordshire is a net exporter of all Land won Sand and Gravel and Crushed Rock.

Factors affecting supply and demand

- 2.40 2020 has seen a decrease in sales of all land won sand and gravel compared to 2019. However the demand for crushed rock increased.
- 2.41 2020 saw a global pandemic (Covid). This has had reported implications for the economic outlook, however, there is still uncertainty over other those implications, and this will need to be monitored in future LAAs.
- 2.42 There are major infrastructure projects as well as local housing and transport projects planned to take place during the Plan period. These projects are both within and outside of the County, and they could significantly affect demand for aggregate.

Executive Summary Conclusion

- 2.43 The purpose of an annual Local Aggregates Assessment is to review the latest information available in order to forecast future demand as well as analysing all aggregate supply options and assessing the balance between supply and demand.
- 2.44 To ensure that supply continues to meet demand the LAA2019 Provision levels will continue for the LAA 2021 as follows:
- Sand and Gravel – 1.015mtpa
 - Soft Sand – 0.243mtpa
 - Crushed rock – 0.778mtpa
 - Recycled and Secondary Aggregates- 0.926mtpa
- 2.45 Using these LAA provision levels and the Oxfordshire reserves at the end of 2020, the Landbank can be calculated as:
- Sand and Gravel – 11.27 years
 - Soft Sand – 16.11years
 - Crushed Rock – 9.91 years
- 2.46 To meet the Core Strategy requirements, we will need to identify sharp sand and gravel sites to meet the following mineral requirements over the Plan Period. There would be no further need to identify any further Soft Sand and Crushed Rock
- **Sand and Gravel- 1.638 million tonnes.**
- 2.47 However to meet our Local Aggregate Assessment requirements, we will need to be able to meet the following mineral requirements over the Plan Period.
- **Sand and Gravel – 1.638million tonnes.**
 - **Soft Sand - 0 million tonnes**
 - **Crushed rock – 0.895 million tonnes**

3. Demand

Land Won Aggregate

Sharp Sand and Gravel Past Sales

- 3.1 Sales of sharp sand and gravel from quarries in Oxfordshire for the period 2011 – 2020 are shown in Table 3.1. These figures are taken from two sources: The annual Aggregates Minerals Survey for England and Wales undertaken by Oxfordshire County Council on behalf of SEEAWP and the historic four/five yearly British Geological Survey (BGS) under a contract with the Ministry of Housing, Communities and Local Government (MHCLG

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10 year average	Last 3 year average
0.489	0.559	0.401	0.639	0.768	0.651	0.703	0.796	0.994	0.830	0.683	0.873

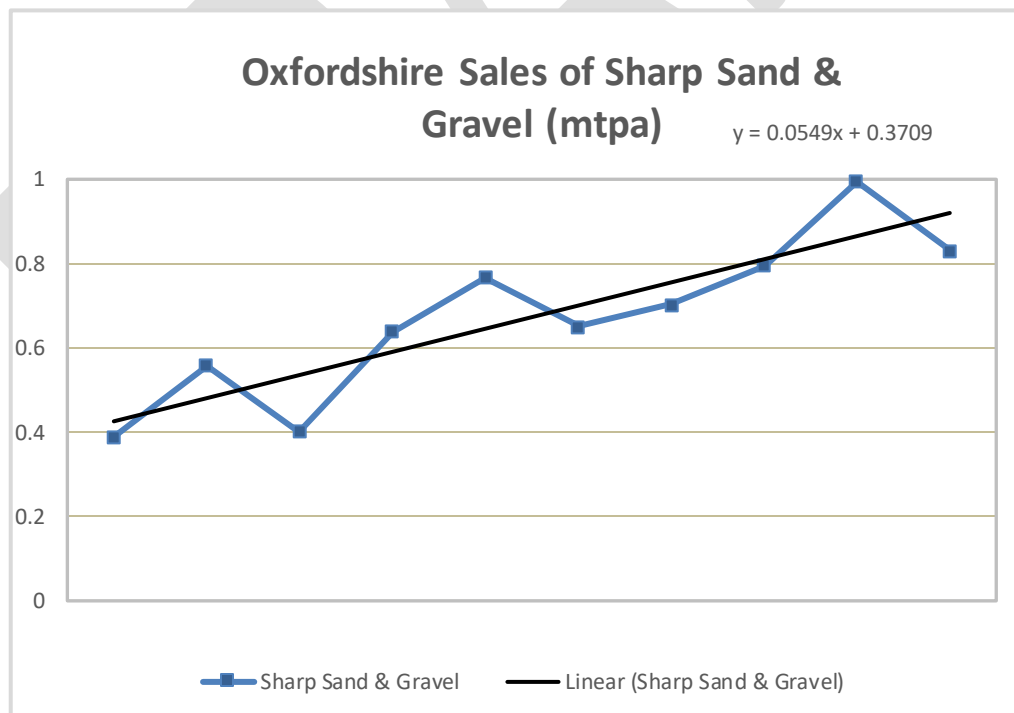
Table 3.1: Sales of Sharp Sand and Gravel 2011 – 2020 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys)

- 3.2 Sales of sharp sand and gravel decreased in 2020, though they are still the second highest sales since 2007.
- 3.3 Sales between 2011 and 2013 show the effects of the economic recession and the closure of Caversham Quarry during 2013. This closure was due to exhaustion of reserves in 2012, pending grant of permission for an extension which was approved in August 2014 but not commenced until 2017. The recession and the quarry closure is likely to have affected the total sales in 2013.
- 3.4 There was also a 15% fall in sales of sharp sand and gravel from quarries in Oxfordshire from 2015 to 2016. Most of this decrease was accounted for by sales at one quarry - Bridge Farm, Sutton Courtenay. The fall in sales at this quarry in 2016 was caused primarily by a break in production whilst the determination and issue of the planning permission to work the full depth of gravel in Phase 4b at Bridge Farm was awaited; the permission was issued on 17 May 2016.
- 3.5 The shortfall in supply from Bridge Farm during this time was made up by imports of marine dredged material, delivered by rail from East London into Appleford Sidings, Sutton Courtenay Depot. Crushed rock (limestone) was also imported by rail into this depot, from Somerset, and used to substitute sand and gravel. In 2017 sales of sand and gravel extracted from Bridge

Farm, Sutton Courtenay Quarry returned to the 2015 level; and overall sales of sharp sand and gravel in Oxfordshire increased again. All these factors have had implications for the 10-year average.

- 3.6 However, since 2016 there has been a steady increase in sharp sand and gravel sales. 2020 are still higher than pre 2018 sales but fell 16% compared to 2019 sales.
- 3.7 This decrease, but still relatively high figure, could be expected with the residential and commercial growth taking place within Oxfordshire and with Covid having the Country in lockdown for considerable periods of the year. A number of sites were also coming to the end of their reserve, whilst New Barn Farm commenced operations.
- 3.8 Based on linear trend analysis shown in Figure 3.1, the average rate of increase over the period 2011 to 2020 in Oxfordshire was 0.0549mtpa, giving a total increase of 0.549mtpa over the 10-year period with 3 intervals of decline. The periods of decline are discussed in 3.3-3.7.
- 3.9 There has been an 8.5% increase in the 10-year baseline period and a 5% increase in the 3-year baseline period¹. The 3-year sales average of sharp sand and gravel is 41% higher than the 10-year average.

Figure 3.1 Linear trend analysis - Sharp sand and gravel sales (mtpa)



¹ Oxfordshire County Council LAA2020

Soft Sand Past Sales

3.10 Sales of soft sand from quarries in Oxfordshire 2011–2020 are shown in Table 3.2. These figures are taken from the 2020 Aggregates Minerals Survey undertaken by the County Council on behalf of the SEEAWP and the BGS Survey.

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10 year average	3 year average
0.201	0.155	0.165	0.230	0.233	0.227	0.251	0.252	0.254	0.210	0.218	0.239

Table 3.2: Sales of Soft Sand 2011 – 2020 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys)

3.11 The sales for 2020 dropped significantly and were the lowest levels since 2013.

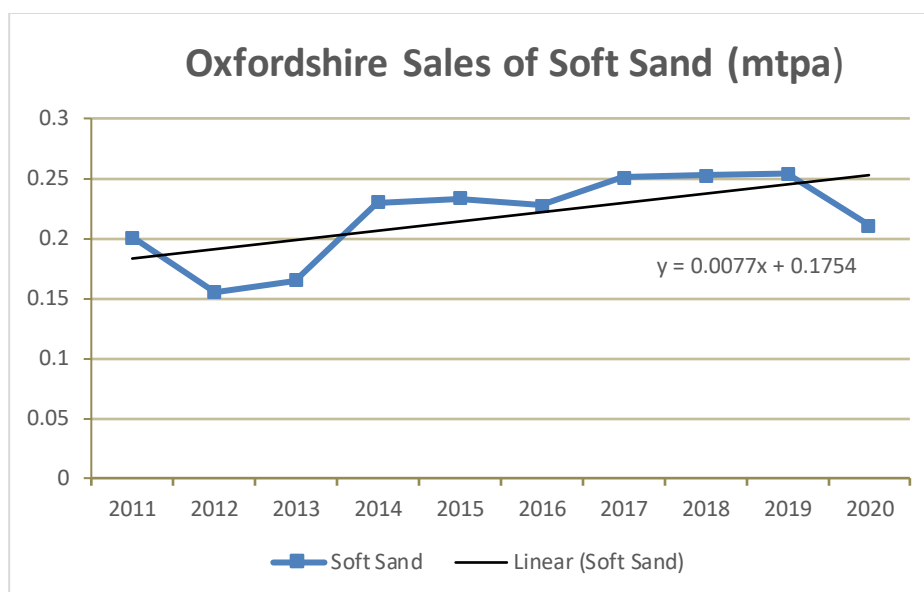
3.12 Planning permission for Shellingford was not issued until the end of 2020. This would have had an impact on sales within the County.

3.13 Up until this year, over the last 10 years, there has been an overall steady increase in the sales of soft sand in Oxfordshire. Linear trend analysis (Figure 3.2) over the period 2011 to 2020 reveals an average rate of increase of 0.0077mtpa for Oxfordshire, representing a total of 0.077mt (with five periods of decline) over the baseline period.

3.14 The Sales still saw a 3% increase in the 10-year baseline period, though the 3-year period dropped by 5%. However, the 3-year average is still 8% higher than the 10-year baseline period².

Figure 3.2 Linear trend analysis – Soft sand sales

² Appendix 1



Crushed Rock Past Sales

3.15 Sales of crushed rock from quarries in Oxfordshire for the period 2011– 2020 are shown in Table 3.3. These figures are taken from the Aggregates Monitoring Survey by SEEAWP and the BGS.

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10 year average	3 year average
0.322	0.242	0.502	1.061	0.914	0.715	0.867	0.751	0.843	1.087	0.730	0.893

Table 3.3: Sales of Sharp Crushed Rock – 2020 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys)

3.16 The sales for 2020 increased significantly and were the highest levels since 2003.

3.17 Historic records show that 2014 LAA identified that the impact of the prolonged recession on crushed rock sales was more pronounced in Oxfordshire between 2010 and 2013. This was attributed to the fact that Oxfordshire’s crushed rock is generally suitable only for relatively low specification works, and might therefore have been less resilient to the economic downturn than the higher specification rock types found in other parts of the country.

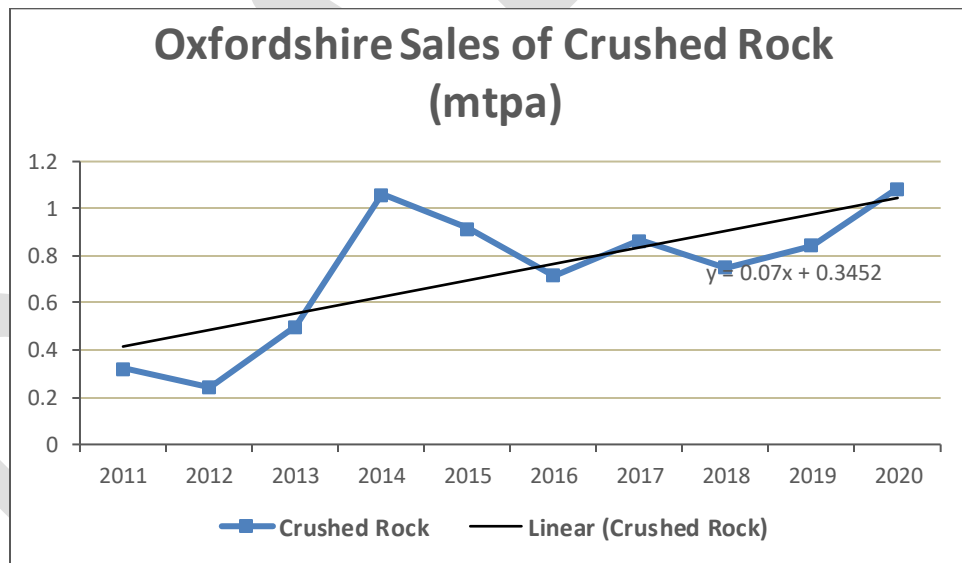
3.18 However, in the last year there has been a 29% increase in crushed rock sales. The only information we have received from Operators is that construction activity generally is very high within Oxfordshire and also within areas surrounding the County with particular focus on all the growth centres for both residential and commercial developments.

3.19 On top of this, we have been informed that there has been the significant demand for aggregate from the second Phase of East -West Rail (not

Crossrail). Whilst there has been some impact from HS2, operators are aware that the main impact of HS2 has not yet been fully felt on the industry”.

- 3.20 Since 2014, crushed rock sales have been consistently higher than those at the start of the 10-year baseline period. In 2019 there was a 12.5% increase on the previous 10-year baseline period (Appendix 1).
- 3.21 The three-year average rose with a 9% increase on the previous 3-year period.
- 3.22 Linear trend analysis of crushed rock sales (Figure 3.3) over the period 2011 to 2020 reveals an average rate of increase of 0.07mtpa for Oxfordshire. The resulting overall increase over that period is 0.700mt (4 periods of decline).

Figure 3.3 Linear trend analysis – Crushed rock sales



Secondary and Recycled Aggregate

- 3.23 Although reasonable data on recycling capacity is available for Oxfordshire, and whilst that may be indicative of increasing production and sophistication, there is only partial information on the actual levels of production and use of these materials.
- 3.24 Past aggregates monitoring surveys, for example, have not produced a full response from secondary and recycled aggregates site operators.

- 3.25 2020, like 2019 had a very poor response with only 38% of operators returning their figures for recycled and secondary aggregate facilities. This poor response could be due to Covid. These had a sales figure of 0.286mt for 2020.
- 3.26 To try and ensure a more accurate picture of the sales of secondary and recycled aggregates, it was decided to estimate those sites we had previous sales returns for and use information from planning applications. This gave a 56% rate for completion.
- 3.27 2020 therefore has recorded sales in Recycled and Secondary Aggregate, of 0.439mt
- 3.28 It is likely that the 2020 sales figures are significantly less than the total actual production. The surveys in the years 2013 and 2015 to 2017, particularly 2016, had better response rates.

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10 year average	3 year average
0.236	0.466	0.422	0.271	0.453	0.534	0.417	0.406	0.372	0.439	0.402	0.406

Table 3.4: Sales of Secondary and Recycled Aggregate 2011- (Sources: SEEAWP Aggregates Monitoring Surveys)

- 3.29 In a 2018 MPA³ Report, it was suggested that an alternative approach for considering secondary and recycled aggregate demand would be to assume 30% of all aggregates sales originate from recycled and secondary aggregate sites. This proportion has been assumed by industry for some years at the GB level. However, it is acknowledged there is lots of variation that depends on type of construction activity occurring and amount of hard demolition waste available.
- 3.30 If we were to apply this to Oxfordshire to all sand and gravel and crushed rock sales in 2020, this would give a recycled and secondary figure of 0.653 million tonnes, which is considerably higher than our survey returns.

Imports of Secondary Aggregates

- 3.31 No known secondary aggregates are currently transported into Oxfordshire. This is largely due to the costs of transporting the material, and because the exemptions from the aggregates levy, that gave secondary aggregates a cost advantage over primary aggregates were withdrawn in April 2014.
- 3.32 One potential exception to this is China Clay sand, produced as a by-product of China Clay (Kaolin) extraction in Cornwall and Devon. This commands prices high enough to justify the cost of long-distance sea or rail transport.

³ Construction and Markets – South East MPA: Mineral Products Association - November 2018

These conditions do not, however, currently apply in Oxfordshire. There is no opportunity to transport by sea. Import by rail would be difficult both because of the need to double handle the material and because there is a current shortage of network capacity.

Rail Depots

- 3.33 There are three railhead depots in Oxfordshire used for importing aggregates, namely at Banbury, Kidlington and Sutton Courtenay, and these are safeguarded in the Oxfordshire Minerals and Waste Local Plan: Part 1 Core Strategy. These depots import crushed rock aggregates from the South West (Somerset) and the East Midlands (Leicestershire). There is planning permission for a further railhead aggregate depot at Shipton on Cherwell, but this has not yet been developed. There is also a depot at Hinksey Sidings, Oxford but this is used solely by the rail industry to bring in rail ballast for internal use on the rail network; it is currently operational but its use for the transshipment of rail ballast has been intermittent in the past.
- 3.34 Figures for imports of crushed rock by rail collected by Oxfordshire County Council are only available from 2007 onwards. Prior to that year only the regional totals were available.
- 3.35 The rail depot figures for 2020 and previous years were confidential because they were derived from returns for only two companies. The figures for 2020 incorporate imports by rail from Somerset, Leicestershire and elsewhere, but also include significant quantities (from South Wales, South Gloucestershire and Kent) that were delivered to the rail depots by road; this distorted the true picture for rail transportation. It at least provides quantification of those road imports. The figures do not include imports of crushed rock to Hinksey Sidings, Oxford, which were brought in by rail and despatched by rail for use as rail ballast on the rail network (over a wider area than just Oxfordshire).
- 3.36 Although the raw data is confidential, in 2020 it was possible to report the variations over time (from 2007 onwards) in overall sales from the rail depots from the two reporting companies. Table 3.8 below, expresses the annual sales from rail depots for 2007 to 2020 as proportions of the sales figure for 2007.

2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
1.0	1.1	0.7	0.9	1.2	1.0	1.0	2.4	2.2	2.4	2.5	2.5	No return	2

Table 3.5: Pattern of sales from Oxfordshire rail depots 2007-2020 (Source: Oxfordshire County Council Aggregates Monitoring Survey)

- 3.37 Table 3.5 shows that the figures vary from one year to another but that up to 2013 the fluctuation was less marked than those for sales of sand & gravel. Since 2013, the situation has changed, with annual rail imports for 2014 to 2018 being consistently around two and a half times that imported in 2007.

However, this dropped to around 2 times in 2020. This could be due to Covid and lockdown and will need to be reviewed in the 2021 LAA

- 3.38 The combined sales from the three railhead depots that were operational in 2020 represented 74% of the total throughput capacity of these three depots, indicating that there is currently little headroom for further increase in imports of crushed rock by rail. If the permitted railhead depot at Shipton on Cherwell is developed, the capacity will be increased.

Consumption

- 3.39 In 2019 the BGS survey undertook the Aggregates Survey and their findings set out imports and exports of minerals between Mineral Planning Authorities which are explored in detail in Chapter 6. This sets out how much mineral Oxfordshire imports and how much we export.
- 3.40 The final report also sets out how much Oxfordshire Land won Aggregate Oxfordshire consumed in 2019, which is an indicator of the quantity of each mineral type Oxfordshire requires. Sharp Sand and Gravel and Soft Sand are combined within the BGS Survey.
- 3.41 The full summary is shown in Appendix 2. The consumption figures have been summarised in Table 3.5. This also includes the information for the comparative years of 2009 and 2014.

	Sand and Gravel 2009	Crushed Rock 2009	All Oxfordshire Aggregate 2009	Sand and Gravel 2014	Crushed Rock 2009	All Oxfordshire Aggregate 2014	Sand and Gravel 2019	Crushed Rock 2019	All Oxfordshire Aggregate 2019
Total Consumed within Oxfordshire (Mt)	0.757	0.625	1.383	0.765	1.501	2.266	0.900	0.617	1.517

Table 3.5: Mineral consumed within Oxfordshire, 2009, 2014 and 2020 (BGS Surveys)

- 3.42 The table shows that in 2019, Oxfordshire consumed 0.900mt of sand and gravel, an increase of 17.5% from 2014, and an increase of 18.9% on 2009.
- 3.43 For crushed rock, Oxfordshire consumed 0.617mt in 2019. This is a decrease of 58.5% from 2014, and a decrease on 1.3% on 2009.
- 3.44 It should be noted that for some minerals within the survey it is not clear where they were consumed. These minerals are identified as sold within the South East or Unallocated. The consumption rates within Oxfordshire do not include any of the quantities from these two categories.

4. Factors affecting demand

- 4.1 Although the NPPF requires that the level of future provision within the LAA should be based, in part, on the rolling average of 10 years' sales figures. it also requires "other relevant local information" to be taken into account.
- 4.2 We need to consider whether or not the historical 10 year average for land-won primary aggregate production can be relied upon as a guide to future levels of provision, or whether this needs to be changed in order to reflect other factors which may influence either the supply (availability) and/or the demand for aggregates produced within Oxfordshire, in future year.

Economic Forecasts

- 4.3 In considering Economic growth on the supply and demand of aggregates, several national forecasts have been considered. To consider economic forecasts this section considers Gross Domestic Product (GDP) and construction rates.
- 4.4 The Gross Domestic Product (GDP) is only available at UK level, but it does provide a background indicator as to the relative changes in economic activity likely to be experienced in Oxfordshire over time. Table 4.1⁴ below shows the annual GDP year on year growth for the UK as a whole for the 10-year baseline period. These a prolonged period of fluctuating but generally limited economic growth thereafter. The average rate of growth in the UK over the period 2010 to 2020 has been 0.6% a year. However if you don't include the covid year the average growth rate was 1.8% a year

2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
1.7%	1.3%	1.4%	2.2%	2.9%	2.4%	1.7%	1.7%	1.3%	1.4%	-9.9%

Table 4.1: Changes in UK Real GDP over the baseline period (ONS)

- 4.5 The growth forecasts are set out in Table 4.2 from the Office of Budget. These have altered significantly from 2018's due to the impact of Covid in 2020/21⁵. The figures for 2022, 2023 are higher because of an assumed bounce back afterwards.

⁴ [Gross Domestic Product: Year on Year growth: CVM SA % - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/gross-domestic-product/annual-growth)

⁵ obr.uk/efo/economic-and-fiscal-outlook-march-2021/

	2019	2020	2021	2022	2023	2024	2025	2026 - 2029	2019-2025 average
UK GDP	1.4%	-9.9%	4%	7.3%	1.7%	1.6%	1.7	Not yet forecast	1.1%

- 4.6 However, there are more recent assumptions for GDP Growth from August 2021 which assumes that 2021 will have growth rate of 6.9% and 2022 will have a growth rate of 5.6%⁶. These are average of a range of independent predictions.
- 4.7 In 2017 the MPA published⁷ regional profiles with the intention of keeping them regularly updated. Within this report the regional construction outlook for the South East indicated an annual growth rate of 1.1% for the five years 2018-2022. This was equivalent to 5.5% and 11.45% growth over five and ten years respectively.
- 4.8 However, since this report was published, the global Covid pandemic has occurred and its impact on future projections for construction will need to be kept under review and explored in future LAAs. The impact from Brexit will also need to be considered in future reviews.
- 4.9 It would be beneficial if consideration could be given to any indicators of more local economic growth. Unfortunately, no quantitative information is available on this, though it can be said that Oxfordshire clearly has a very positive growth agenda, as set out in the current Oxfordshire Strategic Economic Plan and in the Oxfordshire Growth Board's Oxfordshire Infrastructure Strategy (OXIS).

Economic Forecast Conclusion

- 4.10 At this stage, following the Covid pandemic and Brexit, it seems sensible to assume that growth will be at least in line with the indications given by National GDP projections. Therefore, it would be prudent to assume that other than in 2020, future levels of economic growth activity and thus demand for construction aggregate, are likely to be higher in the future than has historically been the case.
- 4.11 Unfortunately, no evidence is available to quantify the level of increase likely to be experienced, but it seems reasonable to assume that at least a modest level.

⁶ <https://www.gov.uk/government/statistics/forecasts-for-the-uk-economy-august-2021>

⁷ Construction & Markets – South East (MPA)

Major Infrastructure Projects/Key Development

4.12 Major infrastructure projects, including those at the national scale, and key developments throughout Oxfordshire should be considered alongside housing and associated infrastructure development in terms of their likely influence on the future demand for construction aggregates. In assessing the overall impact of major infrastructure projects/key development and the justification for departure from the historical sales average, the number of new homes to be developed in Oxfordshire, as outlined below, has not been considered here as they have been considered within the Housing chapter later in this LAA. Housing figures have been included here solely for completeness. Oxfordshire's Local Industrial Strategy⁸ 2020 highlights that the Infrastructure projects within Oxfordshire that are critical to the Investment Plan total £1,117.5million. The OXIS⁹ identifies a range of infrastructure development required to support population and housing growth.

4.13 Across Oxfordshire these include

- West Oxfordshire A40 strategies
- The National Infrastructure Delivery Plan – For Oxfordshire projects such as HS2 and National Satellite Test Facility at Harwell
- Oxfordshire Housing and Growth Deal¹⁰: Provides £60m for affordable housing and £150m for infrastructure improvements, including road and rail. Supports the ambition of building 100,000 new homes across Oxfordshire between 2011 and 2031 to address the county's severe housing shortage and expected economic growth.
- The Oxford-Cambridge Arc.
- The National Infrastructure Commission – East West Rail Project (though most of the work is outside the County)
- Oxfordshire Knowledge Spine, which includes Science Vale Oxford¹¹, Bicester and Oxford¹².
- Science Vale Oxford. It is the largest concentration of research and development in Europe: 20,000 new jobs and around 20,000 new homes.
- Growth in Bicester.
- Highway schemes – HIF1 & HIF2

4.14 It is difficult to assess the overall impact of those infrastructure and major development proposals, in terms of their demand for construction aggregates, without being able to compare this information with equivalent data for the baseline period (2010 - 2019). At the very least, however, there appears to be no evidence to suggest that this element of demand is likely to reduce and, if anything, it seems likely that there will be increased activity.

⁸ [The Oxfordshire Investment Plan - August 2020.pdf \(oxfordshirelep.com\)](#)

⁹ [Infrastructure Strategy \(OXIS\) | OxLEP \(oxfordshirelep.com\)](#)

¹⁰ <https://www.gov.uk/government/publications/oxfordshire-housing-deal>

¹¹ A global hot spot for enterprise and innovation in science, high technology and the application of knowledge - <http://www.sciencevale.com/>

¹² Oxfordshire LEP (2014) Strategic Economic Plan: Driving Economic Growth Through Innovation.

Major Infrastructure Projects/Key Development Conclusion

4.15 Whilst it is difficult to quantify, there are clear indications that planned infrastructure and major development both within the and outside the County may be greater during the Plan Period than was the case during the baseline period, and it would therefore be prudent to anticipate at least a modest increase in demand for construction aggregates from this sector.

Population and Housing Growth

4.16 In considering the future projections we also need to consider population growth and local authority housing forecasts.

4.17 OXIS¹³ (2017) forecasts that in the period 2016-2040, 123,500 additional homes will be built in Oxfordshire, the equivalent of 5,100 homes being built per year; and that population will increase by 39% from 688,000 to approximately 956,000.

4.18 Adopted Local Plans in the Oxfordshire indicate the major sites for new homes

- Cherwell – concentrated around Bicester, Banbury and the former RAF site at Upper Heyford, plus growth around Begbroke, Kidlington and Yarnton to meet Oxford's unmet need.
- Oxford City – concentrated at Barton Park, Northern Gateway and Oxpens.
- South Oxfordshire – concentrated around Chalgrove Airfield and the Didcot Garden Town in conjunction with Vale of White Horse, with further strategic land at the edge of Oxford
- Vale of White Horse – concentrated around the Didcot Garden Town, Wantage and Abingdon (the Science Vale)
- West Oxfordshire - Concentrated at Cotswold Garden Village Eynsham, North Witney and Chipping Norton.

4.19 Population figures are published by the Office of National Statistics¹⁴.(ONS) There has been a steady population increase between 2011 and 2020. Unlike aggregate sales there was not a dip in population at the start of the baseline period, at least not at a county level, or on the scale associated with year-on-year variations. It is hard to draw a correlation between population figures and aggregate demand.

4.20 A more useful measure, however, may be the average rate of population growth over a period. Over the 10-year period to 2020 there was an overall growth in the population of Oxfordshire of 42,089 people (+6.4%) (an average of 0.8% per year)

¹³ [Infrastructure Strategy \(OxIS\) | OxLEP \(oxfordshirelep.com\)](#)

¹⁴ www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/

- 4.21 Oxfordshire County Council population forecasts (2020) predict a total population in Oxfordshire of 799,634 by 2028, a growth of 150,946 (23%). Whereas the ONS have population forecast of 720,204 by 2028, a growth of 71,516 (11%). (Appendix 4).
- 4.22 Whilst there is no statistical justification for assuming that rates of population growth will correlate with changes in demand for aggregates, they do at least provide a mechanism for looking further ahead than the current economic forecasts. They suggest that there will be continued pressure for new housing and associated infrastructure development which is likely to be reflected in an increase in the demand for construction aggregates.
- 4.23 This is echoed in the Oxfordshire Strategic Economic Plan which states that “Our vision is Oxfordshire as a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise and research excellence”; and also, that “Both activity and employment rates are higher than the regional average – and substantially higher than the national average”.
- 4.24 This can be examined further by considering data on rates of house construction (Appendix 4).
- 4.25 For the 10-year baseline period (2011-2020) the average housing completion rate in Oxfordshire was 3320 homes per year¹⁵, higher than the previous LAA2019 baseline (2010/11- 2019) figure of 2,943 homes per year.
- 4.26 However, if we took the last 3 years average (2018-2020), the housing completion rate in Oxfordshire is 5018 homes per year, which is an increase on the LAA 2019 3-year average (4,676 homes per year).
- 4.27 Looking forward, the projections for housing growth can be seen in Appendix 4. The average over the 10-year period equates to around 6, 212 homes per annum. Whilst there is considerable uncertainty in Oxfordshire about the deliverability of these figures, taken at face value and the last 3 years housing completion rates, suggest a markedly upward trend in the associated demand for construction aggregates.
- 4.28 In March 2018, the six Oxfordshire authorities signed the Oxfordshire Housing and Growth Deal. It committed the authorities to collectively delivering 100,000 homes and infrastructure across the county between 2011 and 2031.

Population and Housing Growth Conclusion

- 4.29 It is clear that we need to consider the implications of population and housing growth on the minerals provision over the plan period. The indications are that demand could be significantly higher during the Plan period than previously.

Conclusion

¹⁵ Oxfordshire County Council.

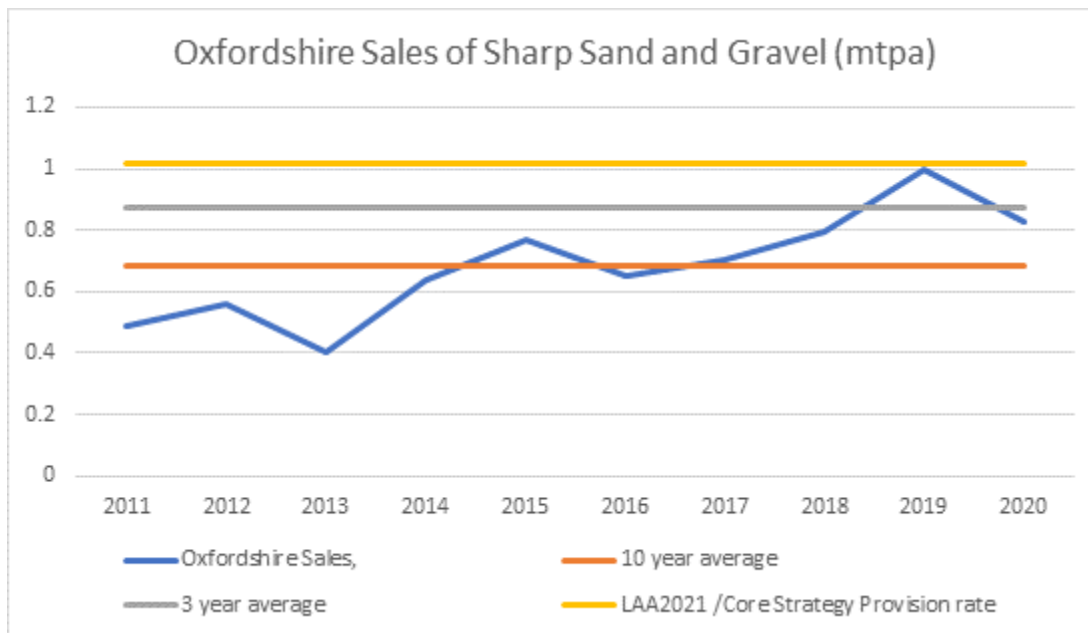
- 4.30 The evidence available suggests that Economic Forecasts, Major Infrastructure Projects/Key Development and Population Growth and Housing are all expecting some form of growth over the plan period and that recent demand would continue for the foreseeable future. The impact of Covid and Brexit will continue to be explored in future LAA's.

5. LAA 2021 Provision Levels

Sharp Sand and Gravel

- 4.31 For sharp sand and gravel, there was a decrease increase in sales compared with 2019 to 0.830mt. The 3-year sales average decreased by 5% compared to the previous 3-year sales average over the baseline period, however there was a increase in the 10-year sales average. The 3-year sales average is still higher than the 10-year average. These are both below the LAA provision rate of 1.015mtpa
- 4.32 Considering available evidence in terms of economy, population, infrastructure and housing projections indicates that demand is likely to increase again following recovery from the Covid pandemic.
- 4.33 Taking into account sales and consumption alongside this evidence, in conclusion, at this time there is no justification for a change in the LAA provision level figure from the current level of 1.015mtpa and this will continue to apply in the LAA 2021.
- 4.34 Figure 4.1 Actual sharp sand and gravel sales compared with the average sales (mtpa) and the LAA 2021 provision level.

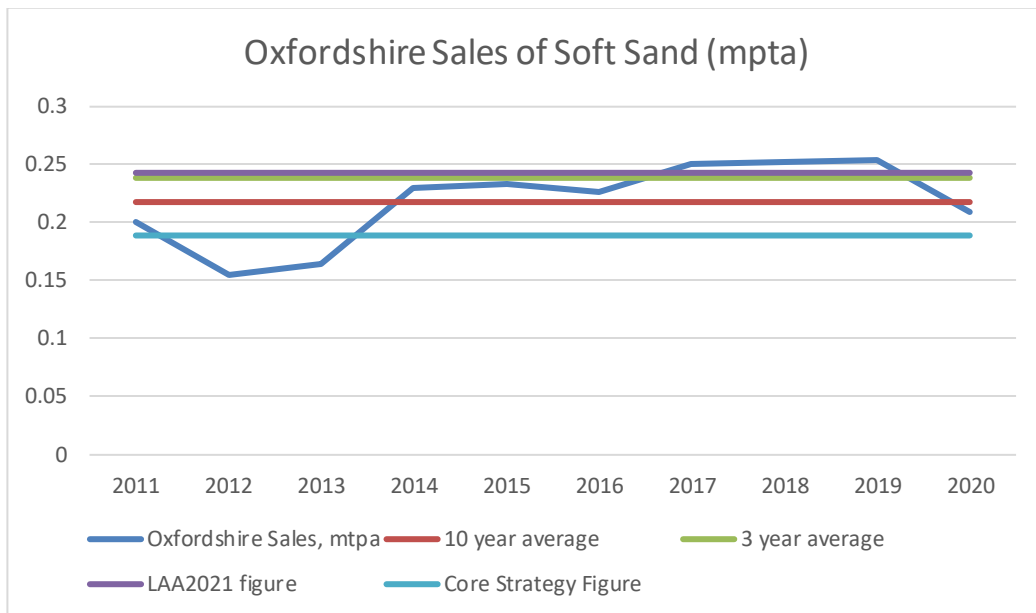
Figure 4.1 Comparison of actual sharp sand and gravel sales compared with the average sales and the LAA 2020 and Core Strategy Provision levels (mtpa).



Soft Sand

- 4.35 For soft sand, the Core Strategy includes a provision figure of 0.189mtpa, which was set in the LAA 2014 on the basis of the 10-year sales average at that time.
- 4.36 Since 2014, up until 2020, sales of soft sand have continued to rise above the Core Strategy and LAA 2014 provision figures. In 2018 there had been 5 years (2014 – 2018) of sales of soft sand consistently at levels significantly above pre-2014 sales levels and above the LAA figure. This 5-year period of sales at a consistently higher level was considered sufficient for it to be concluded that this reflected an increased level of demand for soft sand that is likely to continue for the foreseeable future. It was therefore considered appropriate to increase the LAA provision for soft sand to the 2016-2019 3-year sales average of 0.243mtpa within the LAA2019.
- 4.37 Sales in 2020 dropped from 0.254mt in 2019 to 0.210mt in 2020. The 3-year sales average was 5% lower than the previous 3-year sales average over the baseline period, though there was a 3% increase in the 10-year sales average. The 3-year sales average is 8% higher than the 10-year sales average. However, it is now 1.7% lower than the LAA provision figure.
- 4.38 Available evidence, in terms of economy, population, infrastructure and housing projections, indicates that demand is likely to increase again following recovery from the Covid pandemic.
- 4.39 Taking into account sales and consumption alongside this evidence, at this time there is no justification for a change in the LAA provision level figure from the current level of 0.243mtpa. This will continue to apply in the LAA 2020

Figure 4.2 Comparison of actual soft sand sales compared with the average sales and the LAA 2020 and Core Strategy Provision levels (mtpa).

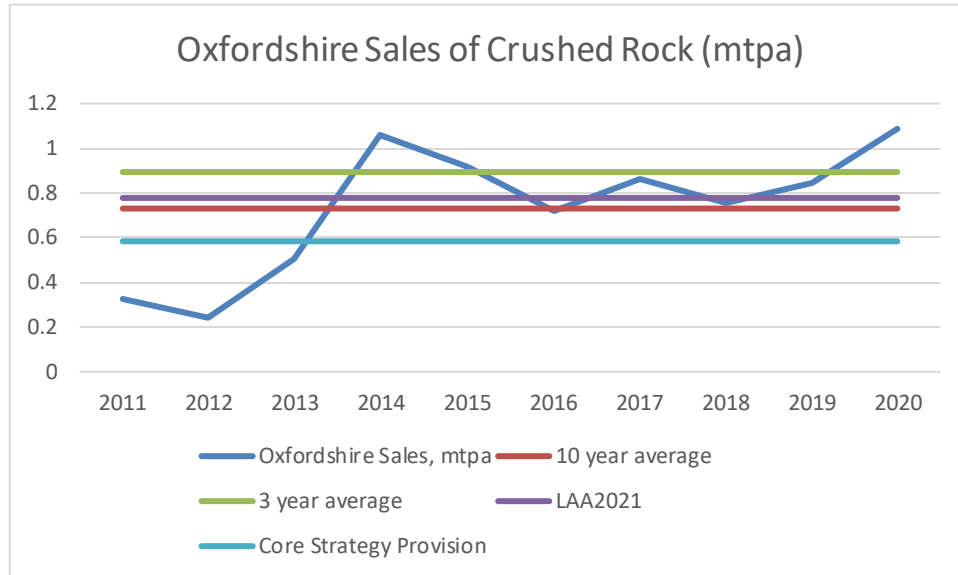


Crushed Rock

- 4.40 In the case of crushed rock, the Core Strategy provision level figure of 0.584mtpa was set in the LAA 2014 on the basis of an upward adjustment of the 10-year sales average at that time; and this has been continued in subsequent LAAs. Since 2014, sales of crushed rock have been at levels between 22% and 86% higher than the current Core Strategy figure. In 2018, there had been 5 years (2014 – 2018) of sales of crushed rock consistently at levels significantly above pre-2014 sales levels and above the LAA2014 figure. This 5-year period of sales at a consistently higher level was sufficient for it to be considered an increased level of demand for crushed rock that is likely to continue for the foreseeable future, see Figure 4.3. Therefore, it was appropriate to increase the LAA provision level figure for crushed rock to the 2016-2019 3-year sales average of 0.778mtpa.
- 4.41 Sales in 2020 saw a 29% increase on 2019 sales as the upward trend in sales continued. The 3-year sales average was 9% higher the previous 3-year sales average over the baseline period and there was a 12.5% increase in the 10-year sales average. The 3-year sales average is now higher than the LAA 2019 provision rate.
- 4.42 Available evidence, in terms of economy, population, infrastructure and housing projections, indicates that demand is likely to continue. However, this significant increase in one year's sales requires monitoring to see if it continues as a trend or is an isolated occurrence.
- 4.43 Taking into account sales and consumption alongside this evidence, in conclusion, at this time, there is no justification for a change in the LAA

provision level figure from the current level of 0.778mtpa. This will continue to apply in the LAA 2021.

Figure 4.3 Comparison of actual crushed rock sales compared with the average sales and the LAA 2021 and Core Strategy Provision levels (mtpa).



- 4.44 In addition to setting provision level figures for local land-won aggregates, the LAA should also include provision levels for other relevant sources of aggregates supply to ensure that future demands are met. In the case of Oxfordshire these are recycled and secondary aggregates and aggregate rail depots.
- 4.45 In the case of recycled and secondary aggregates, the appropriate figure to maintain in the LAA2021 is the provision rate set in the Oxfordshire Minerals & Waste Local Plan: Part 1 – Core Strategy (2017) policy M3. This is 0.926mtpa.
- 4.46 In the case of aggregate rail depots, sales of crushed rock from Oxfordshire rail depots have been at a significantly higher level since 2014. The 5-year period of increased sales to 2018 is considered sufficiently long for it to be concluded that it reflects an increased level of demand that is likely to continue. The reduced sales in 2020 could be as a result of Covid and will be monitored in future.
- 4.47 Due confidentiality we are unable to provide a LAA 2020 provision figure at this stage.

Conclusion for LAA 2021 provision figures

Sharp Sand and Gravel	1.015mtpa	Unchanged from 2019
Soft Sand	0.243mtpa	Unchanged from 2019
Crushed Rock	0.778mtpa	Unchanged from 2019
Recycles and Secondary Aggregate	0.926mtpa	No previous figure

DRAFT

6. Supply

Oxfordshire Supply

- 6.1 Oxfordshire is rich in mineral resources. Those which are used for primary aggregate production comprise: extensive alluvial sand and gravel resources along the River Thames and its tributaries; smaller deposits of glacio-fluvial sand and gravels in the north east of the county; deposits of soft sand mainly in the south west; and extensive areas of limestone in the north west and of ironstone in the north.
- 6.2 Oxfordshire also produces some secondary aggregates and a wide range of recycled aggregate materials. Further detailed information of the geological resources of Oxfordshire can be found in the LAA2014 (LUC and Cuesta Consulting Limited).

Recycled and Secondary Aggregate

- 6.3 As recorded by the SEEAWP Aggregates Monitoring Survey, Oxfordshire's produced recycled and secondary aggregate taken from the 58 % of operators included within the survey produce was approximately 0.824mt tonnes per annum.
- 6.4 This is an increase from 2019, however this includes estimates using 3 year sales and planning application details for a number of sites due to another poor response from operators (38%).
- 6.5 Therefore, the actual capacity figures are likely to be significantly higher than the recorded figures.
- 6.6 Table 6.1 below presents a fuller picture, showing the estimated¹⁶ capacity for the production of recycled and secondary aggregates at each site in 2020, sub-divided between operational and non-operational sites.
- 6.7 Of a total capacity of approximately 1.484mtpa: 1.459mtpa is at operational facilities and 0.026mtpa is currently non-operational. Of the operational capacity, that which is at sites with planning permission to the end of the plan period (2031) or beyond is .901mtpa, whereas the capacity of sites with permissions that expire before the end of 2031 is 0.558mtpa.
- 6.8 In addition, at the end of 2020 there were four applications outstanding for an additional 0.168mtpa of recycled and secondary aggregate.

¹⁶ Taken from Survey responses, Planning Decisions and Planning Application Statements.

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Recycled Aggregate Production Facilities with Permanent consent or Time Limited Consent to end of Plan Period (2031)			
Drayton	Oxfordshire Highways	Permanent	75000
Ferris Hill Farm	Banbury Plant and Skip Hire (incorporating NL Matthews)	Permanent	24999
Grove Industrial Park	Aasvogel	Permanent	40000
Hundridge Farm	G.D. Parker Instant Skip Hire	Permanent	5000
Lakeside Industrial Park	Micks Skips and Recycling Ltd.	Permanent	2000
New Wintles Farm	O Malley Haulage	Permanent	170000
Newlands Farm	Smiths of Bloxham	Permanent	32000
Playhatch Quarry	Grabloader Ltd.	Permanent	75000
Rear of CemexBatching Plant (Hardwick)	Fergal Contracting	Permanent	20000
Rumbolds Pit	Richard Hazel (Hazel & Jefferies)	Permanent	20000
Sandfields Farm	K J Millard Ltd.	Permanent	9600
Shipton Hill	Hickman Bros	Permanent	12600
Stonepitt Barn	S.Belcher	Permanent	75000
Worton Farm (Cresswell Field)	M&M Skip Hire	Permanent	48000
Swannybrook	NAP Grabhire	Permanent	5000
Gill Mill	Smith and Sons (Bletchington) Ltd.	2040	175000
Wroxton	Peter Bennie Ltd	2042	10000
Ewelme No. 2	Grundon Waste Management	2032	12000
Total Operational Production Capacity at Recycled Aggregate Production Facilities available through the Plan Period.			811,199

Operational Recycled Aggregate Facilities with Time-Limited Consent ending before end of Plan Period (2031)			
Chilton Waste Transfer Site/Prospect Farm	Raymond Brown Minerals and Recycling Ltd.	2022	75000
Dix Pit Complex	Sheehan's	2028	175000
Enstone Shooting Range	Markham Farms	2021	20000
Shellingford Quarry	Earthline Ltd.	2019	100000
Shipton Quarry	Earthline Ltd.	2025	75000
Total Operation Production Capacity at Recycled Aggregate Facilities with Time limited consent ending before end of Plan Period (2031)			445,000

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Secondary Aggregate Facilities with Permanent or Time-Limited Consent to end of Plan Period (2031)			
Ardley ERF (IBAA) Facility	Raymond Brown Minerals and Recycling	2049	90000
Operational Secondary Aggregate Facilities with Time Limited Consent ending before end of Plan Period (2031)			
Sutton Courtenay Block Recycling	Hanson (reject building blocks & Concrete used in block making)	2030	62500
Sutton Courtenay Asphalt Recycling Plant	Hanson	2030	50000
Total Operational Secondary Aggregate Capacity			202500

Overall Total Operational Capacity at 'Permanent' Facilities (facilities available throughout the Plan Period)	901,199
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Overall Total Operational Capacity at Time Limited Facilities (facilities with consent ending before end of 2031)	557500
Overall Total Operational Capacity	1,458,699

Non Operational Facilities

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Burford Quarry	Pavestone UK	2024	500
Upwood Quarry	Hills Quarry Products Ltd.	2029	15000
Wroxton Fields Quarry	Earthline Ltd	2042	10000
Total Non Operational Capacity			25500

Operational and Non-Operational Facilities

Total Operational and Non-Operational Capacity 2020 (tpa)	1,484,199
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Table 6.1 Recycled and Secondary Aggregates Permissions at end of 2020

Imports and Exports

- 6.9 Every county in the UK has to import aggregates from elsewhere because the geology means that no single county area produces exactly the profile of different types of aggregate in the exact amounts or proportions consumed therein. As part of the Local Aggregate Assessment, we should consider demand and supply factors from other MPAs.
- 6.10 All sales of aggregate are the result of commercial decisions by both buyers and sellers and the resulting movements reflect the relative locations of supply and demand. Where these movements cross a county boundary, they are tracked in the four (or five) yearly national aggregates monitoring surveys (AM Survey), these have been 2005, 2009, 2014 and most recently 2019. This survey is known as AM2019.
- 6.11 The 2019 Aggregates Minerals Survey for England and Wales was published in August 2021. The figures within this Imports and Exports section of the LAA 2020 were taken from the AM2019 which shows movement of minerals at a sub-regional and Minerals Planning Authority level. These are set out in detail in Appendix 2.
- 6.12 The most recent AM2019 stated that overall Sand and Gravel sales in England have decreased by 4% between 2014 and 2019, whilst crushed rock sales increased 18% between 2014 and 2019.
- 6.13 Oxfordshire however, has increased in Land won Sand and Gravel sales by 44% since 2014, though sales in crushed rock have decreased by 20%.
- 6.14 Total primary aggregate sales within Oxfordshire have increased by 8% since 2014, however the South East as a whole has seen an overall decrease of 7% in total primary aggregate sales.
- 6.15 Some neighbouring MPAs have limited resources of their own. These authorities therefore rely on Oxfordshire to supply some of their needs. Other MPAs have traditionally supplied aggregates into Oxfordshire Somerset, South Gloucestershire and Leicestershire have previously provided crushed rock to supplement the County's own production and to cater for higher specification requirements from harder rock resources
- 6.16 The AM2019 sets out the sales of primary aggregates by MPA and principal destination sub region in 2019. These findings are shown in Table 6.2. As the table shows Oxfordshire were responsible for 20% of the South East Regions Land Won Sand and Gravel Sales and 42% of the Crushed Rock sales in 2019. This does not include that mineral that was unallocated or went elsewhere. They are also set out in Appendix 2.

Table 6.2 Sales of primary aggregates and principal sub regions 2019 (Exports)

(thousand tonnes)

Destination	Land won sand and gravel	MPA%	AWP%	Crushed Rock	MPA	AWP%
Oxfordshire	772	62%		260	31%	
South East	369	30% ¹⁷		404	48%	
Elsewhere	43	3%		178	21%	
Unallocated	64	5%				
	1248	100%	20%	843	100%	42%

6.17 The AM2019 also sets out Oxfordshire's imports in 2019. A summary of the import findings is shown in Table 6.3. The table also shows as a percentage, of the South East total, Oxfordshire's imports.

(thousand tonnes)

Total Imports	Land won Sand and Gravel	Marine Sand and Gravel	Total Sand and Gravel	Crushed Rock	Total Primary Aggregate
Oxfordshire	128	7	136	356	491 ¹⁸
South East Total	2268(6%)	1962(0.3%)	3950(3%)	58084 (0.6%)	9754(5%)

Table 6.3 Imports of primary aggregates and its relationship with the South East Imports Total

6.18 The AM Survey 2019 (Tables 6.2, 6.3 and Appendix 2) shows that Oxfordshire is now a net exporter of both Land won Sand and Gravel and Crushed Rock.

Sharp Sand and Gravel

6.19 The AM2019 does not differentiate between Soft Sand and Sharp Sand and Gravel. They are combined into Land won Sand and Gravel.

6.20 Comparison of the AM2009, AM2014 and AM2019 results show that Oxfordshire continues to be a net exporter of sand and gravel since 2014.

Exports

6.21 Exports have significantly increased since 2009. From 140,000 in 2009, doubling to 221,000 tonnes in 2014, and in 2019 doubling again to 476,000 tonnes.

¹⁷ There appears to be a print error in the AM2019 survey as has this figure as 60% but doesn't reflect 369,000 tonnes as a total 1,248,000 tonnes. Recalculated for this LAA as 30%

¹⁸ This should be 492 as 136 add 356 is not 491

- 6.22 Oxfordshire consumed 62% of the sand and gravel produced in the County. Exports make up approximately 38%¹⁹ of Oxfordshire's total sand and gravel sales. The majority of exports were within the South East (30%) whilst 3% went elsewhere and 5% was unallocated on the Survey returns. There is the potential for some of this to have been used in Oxfordshire.
- 6.23 As set out in Appendix 2 the figures from the AM2019 show that Hampshire and the Isle of Wight were one of the main Authorities that Oxfordshire exported Sand and Gravel to, along with, Buckinghamshire & Milton Keynes. Hampshire and Isle of Wights imports from Oxfordshire made up between 10 and 20% of their own total sand and gravel consumption.

Imports

- 6.24 Whilst we exported 476,000 tonnes of Land won Sand and Gravel, Oxfordshire imported 128,000 tonnes, up slightly from 117,000 tonnes in 2014. This was mainly from Cambridgeshire, Lincolnshire, Staffordshire and Wiltshire as Oxfordshire imported between 1% and 10% of the total consumed from each of these Authorities.
- 6.25 In total Oxfordshire made up 6.3% of the Sand and Gravel imports into the South East Region.

Crushed Rock

Exports

- 6.26 Appendix 2 shows that Oxfordshire changed from a net importer of crushed rock in 2014 to a net exporter. Oxfordshire exported 0.582mt of its total 0.843mt of crushed rock in 2019, compared with importing 0.356mt from outside the County. This is a change from 2014 where OCC was a net importer. 0.440mt was imported, compared 0.347mt exported.
- 6.27 Table 6.3 shows that exports make up approximately 69% of Oxfordshire's total sales. The majority of exports were to destinations within the South East (48%) whilst 21% went elsewhere.
- 6.28 As set out in Appendix 2 the figures from the AM2019 show that Northamptonshire was one of the main Authorities that Oxfordshire exported Crushed Rock to, along with, Buckinghamshire & Milton Keynes. Warwickshire and Berkshire. Imports of crushed rock from Oxfordshire made up between 1 and 20% of their own total Crushed Rock consumption.
- 6.29 Imports and in particular exports, in light of the quantity of minerals exported in 2019 will therefore need to be given great consideration in planning for future provision.

¹⁹ The figures include the 5% that was unallocated and some of these sales may have stayed within Oxfordshire.

- 6.30 These shall be monitored under Duty to Cooperate and, if necessary, Statements of Common Ground between Authorities will be entered into.

7. Quarries

Sharp sand and gravel

- 7.1 On Oxfordshire, at the end of 2020, there are 11 sites with planning permission for sharp sand and gravel extraction, 8 of which are active. 2 are inactive, 1 not yet commenced. Information on these sites is summarised in Table 7.1, including the operator and a summary of the current status of each site. There are also 3 planning applications for sharp sand and gravel outstanding at the end of 2020.

Quarry Site	Operator	Current Status at December 2019
Cassington	Hanson Aggregates	Active. Plant being removed ready for final extraction in 2019
Caversham	Lafarge Tarmac	Active: extension of 1.86 million tonnes permitted August 2014; commenced August 2017.
Finmere	AT Contracting	Intermittent small scale past working; reserve remaining.
Gill Mill, Ducklington	Smiths Bletchington	Active: biggest quarry in county; extension of 5.0 million tonnes permitted June 2015; large reserve remaining.
Moorend Fam, Thame	David Einig Contracting	Inactive: very small site. Site currently closed as operator ceased trading.
Stanton Harcourt (Stonehenge Farm)	Hanson Aggregates	Inactive: original quarry worked out; extension of 1.55 million tonnes permitted on appeal October 2010; permission commenced but reserve remains.
Sutton Courtenay (Bridge Farm)	Hanson Aggregates	Active: fully operational after periods of mothballing and spasmodic working but production has fluctuated for operational reasons; extension of 0.5 million tonnes permitted June 2018.
Sutton Wick	H Tuckwell & Sons	Active: small output site; small reserve remaining beneath the plant site; extension of 0.35 million tonnes permitted March 2016. Application MW.0104/20 outstanding.

Quarry Site	Operator	Current Status at December 2019
Thrupp Lane, Radley	H Tuckwell & Sons	Inactive: Estimated 0.925 million tonnes confirmed as a permitted reserve but under ROMP procedure has gone into suspension and cannot be worked until new conditions have been approved; therefore not currently included as part of permitted reserve or landbank. It was determined that mineral working has permanently ceased, and so the County Council is now under a duty to serve a prohibition notice on this site.
Faringdon Quarry	Grundon Sand & Gravel	Active: new quarry permitted June 2013 (formerly regarded as extension to Wicklesham Quarry).
New Barn Farm, Cholsey	Grundon	Active: Permitted for 2.500,000tonnes in November 2018. Extraction commenced in 2020

Table 7.1 Active and Permitted Sharp Sand and Gravel Extraction Sites in Oxfordshire, including Operators and Current Status (Source: OCC)

- 7.2 Total permitted reserves of sharp sand and gravel in Oxfordshire at the end of 2020 were 11.439mt, as shown in Table 7.2 below. This is taken from the AM2020 survey calculated using annual operator returns. The actual operator returns for individual quarries cannot be presented due to confidentiality.
- 7.3 Production capacity is also relevant, as a large amount of reserve in a quarry with only a low production rate will make a smaller contribution to annual supply than equivalent reserves in a high producing quarry.

Table 5.3: Sharp Sand and Gravel Permitted Reserves at 31/12/18 (million tonnes)

Sharp Sand and Gravel Permitted Reserves at 31/12/19 (million tonnes)
11.439mt

Soft Sand

- 7.4 In Oxfordshire, at the end of 2020 there are eight sites with planning permission for soft sand extraction. Information on these sites is summarised in Table 7.3, including the operator and a summary of the current status of each site. There is also 1 planning application for soft sand outstanding at the end of 2020.

Quarry Site	Operator	Current Status at December 2019
Bowling Green / Chingham Farm	Hills Quarry Products	Active: sand & limestone; extension of 1.6 million tonnes sand permitted June 2017; large remaining reserve.
Duns Tew	Smiths Bletchington	Active: extension of 0.415 million tonnes permitted June 2017 and this is anticipated to commence operation in 2019.
Hatford	Hatford Quarry Ltd (Earthline)	Active: sand & limestone. Application outstanding at end of 2019 for extension (MW.0066/19) Limestone 0.520mt, Sharp Sand 0.225mt tonnes, Soft Sand 0.130mt
Shellingford	Multi-Agg Ltd (Earthline)	Active: sand & limestone; permissions granted April 2011 for deepening and eastern extension, total 1.05 million tonnes sand, requires extraction to end by 31.12.20 in eastern extension and 31.12.28 in existing quarry. Application granted at end of 2019 for 1.8mt of soft sand and 1mt of crushed rock.
Upwood	Hills Quarry Products	Active: sand & limestone; large remaining reserve.
Faringdon	Grundon Sand & Gravel	Active: sharp sand & gravel and soft sand; new quarry permitted June 2013 (replaced Wicklesham Quarry).
Finmere	AT Contracting	Intermittent small scale past working; reserve remaining. Application outstanding
Sutton Courtenay (Bridge Farm)	Hanson Aggregates	Active: fully operational after periods of mothballing and spasmodic working but production has fluctuated for operational reasons; extension of 0.5 million tonnes permitted June 2018.

Table 7.3 Active and Permitted Soft Sand Extraction Sites in Oxfordshire, including Operators and Current Status

- 7.5 Total permitted reserves of soft sand in Oxfordshire at the end of 2020 were 3.915mt, as shown in Table 7.4 below. This is taken from AM2020 survey, calculated using annual operator returns. Planning permission was granted for 1.8mt at Shellingford. The actual operator returns for individual quarries cannot be presented due to confidentiality.
- 7.6 However, total production capacity is also relevant, as a large amount of reserve in a quarry with only a low production rate will make smaller contribution to annual supply than equivalent reserves in a high producing quarry. With the permission at Shellingford, the reserves are now spread

across a number of operators rather than one main one. Current production capacity is 0.365mtpa.

Soft Sand Permitted Reserves at 31/12/20(million tonnes)
3.915 mt

Table 7.4: Soft Sand Permitted Reserves at 31/12/20 (million tonnes)²⁰

Crushed Rock

7.7 In Oxfordshire at the end of 2020, there are 14 sites with planning permission for crushed rock extraction. There are 11 active sites and 2 inactive. The operator and current status of each site is provided in Table 5.5. There are also three applications for crushed rock outstanding at the end of 2020.

Quarry Site	Operator	Current Status at December 2019
Dewars Farm	Smiths Bletchington	Active; limestone
Burford	Smiths Bletchington	Active; limestone
Castle Barn (Sarsden Quarry)	Great Tew Partnership	Inactive in 2019; small site
Chinham Farm (Bowling Green)	Hills Quarry Products	Active; sand and limestone
Duns Tew	Smiths Bletchington	Active; sand with small amounts of limestone
Faringdon Quarry	Grundon Sand and Gravel	Active; sand & gravel with small amounts of limestone
Hatford	Hatford Quarry Ltd (Earthline)	Active; sand and limestone. Application outstanding at end of 2019 for extension (MW.0066/19) Limestone 0.520mt, Sharp Sand 0.225mt tonnes, Soft Sand 0.130mt
Rollright Quarry Phase 1	Hanson Aggregates	Inactive; limestone. Due to commence 2020

²⁰ SEEA WP Aggregates Monitoring Survey 2021

Quarry Site	Operator	Current Status at December 2019
Rollright Quarry Phase 2	Smiths Bletchington	Active; limestone
Shellingford	Multi-Agg Ltd (Earthline)	Active; sand and limestone; permissions granted April 2011 for deepening and eastern extension, total 1.05 million tonnes sand & 1.225 million tonnes limestone, requires extraction to end by 31.12.20 in eastern extension area and 31.12.28 in existing quarry area. Application granted in 2020 (MW.0104/18) for 1.8mt of soft sand and 1mt of crushed rock.
Shipton on Cherwell	Earthline	Planning permission expired 30th September 2019. Appeal outstanding for extension to site MW.0046/18
Upwood	Hills Quarry Products	Active; sand and limestone
Whitehill	Smiths Bletchington	Active; limestone
Wroxton	Peter Bennie	Active; ironstone

Table 7.5 Active and Permitted Crushed Rock Extraction Sites in Oxfordshire, including Operators and Current Status

- 7.8 Total permitted reserves of Crushed Rock in Oxfordshire at the end of 2020 were 7.151mt, as shown in Table 7.6 below. This is taken from the AM2020 Survey, calculated using annual operator returns. The actual operator returns for individual quarries cannot be presented due to confidentiality.
- 7.9 However, total production capacity is also relevant, as a large amount of reserve in a quarry with only a low production rate will make smaller contribution to annual supply than equivalent reserves in a high producing quarry.
- 7.10 Permitted reserves of crushed rock in Oxfordshire, as reported in the SEEAWP Aggregates Monitoring Survey 2020, are shown in Table 7.6 below.

Crushed Rock Permitted Reserves at 31/12/20 (million tonnes)
7.151mt

Table 7.6: Crushed Rock Permitted Reserves at 31/12/19(million tonnes)²¹

Rail Depots

7.11 The combined sales from the three railhead depots that were operational in 2020 represent 74% of the total throughput capacity of these three depots. Due to a lack of returns and confidentiality, we are unable to provide any further details on Rail Depots in this LAA 2020.

Landbanks

7.12 Based on the provision levels that have been determined for this LAA 2021 and the permitted reserves at 31 December 2020 as set out above, the landbanks at the end of 2020 can be seen below in Table 7.7.

Permitted Reserves at 31.12.2020 by mineral type	Landbank (LAA 2019 provision figures)
Soft Sand 3.915 m. tonnes	16.11 years at 0.243mtpa
Sharp Sand & Gravel 11.439 m. tonnes	11.27 years at 1.015mtpa
Crushed Rock 7.151 m. tonnes	9.19years at 0.778 mtpa

Table 5.7 Oxfordshire Landbank at 31/12/2019

7.13 As can be seen the Landbanks for Sharp Sand and Gravel and Soft Sand have the 7 years required however the Crushed Rock landbank falls below the 10-year requirement for the third consecutive year and this means that we need to identify new sites to bring forward more crushed rock to meet the required need.

²¹ AM2019 Survey

8. Demand and Supply Options Balance

- 8.1 In concluding Oxfordshire's LAA 2021, due to the indications of continued growth and predicted future growth in economic and construction activity, LAA2020 level provision figures will be maintained. These are:
- **Sand and Gravel – 1.015mtpa**
 - **Soft Sand – 0.243mtpa**
 - **Crushed rock – 0.778mtpa**
 - **Recycled and Secondary Aggregates- 0.926mtpa**
- 8.2 To ensure we maintain a steady and adequate supply over the Plan Period, we need to consider these LAA2021 provision figures with the permitted reserves as of 31 December 2020²² and the implications for the Authorities landbank
- 8.3 Our landbank for Soft sand and Sharp Sand and Gravel are both above the 7-year requirement. However, for Crushed Rock the landbank is at 9.19 years, slightly below the NPPFs 10-year requirement.
- 8.4 Our intention had been to address this landbank issue through identifying sites through our Site Allocations Document based on the latest Local Aggregate Assessment requirements.
- 8.5 However, following a review of the evidence for the Core Strategy and the Inspector's Reports and advice from our "critical friend" North Northamptonshire Council, we concluded that the Site Allocations Document is required to identify only the sites needed to meet the requirement as set out in the Core Strategy; not the requirements of the latest Local Aggregates Assessment (LAA).
- 8.6 Therefore, the shortfall in crushed rock will not be able to be addressed through the Site Allocations Document at this current stage.
- 8.7 If we are unable to use the LAA and identify sufficient sites, we will not be in accordance with the NPPF.
- 8.8 As shortfalls have been identified for the third consecutive year for Crushed Rock, Oxfordshire County Council are therefore undertaking a Core Strategy Review, and it is intended that this will be used to assist in the identification and allocation of sites in the Minerals and Waste Site Allocations Plan; and that new permissions will be needed.

²² Appendix 2

- 8.9 Therefore, for clarity, this LAA sets out both the Core Strategy requirement and the LAA requirements to maintain a steady and adequate supply of minerals.

Sand and Gravel

Sand and Gravel Core Strategy/LAA 2020 Requirements

- 8.10 The Core Strategy/LAA2020 provision level figure of 1.015mtpa multiplied by 18 years, gives a total provision requirement of 18.27 million tonnes for the period 2014 to 2031.
- 8.11 Taking into account sales in 2014 – 20 (total 5.382million tonnes), and reserves that are expected to be worked during the plan period (11.250million tonnes), the remaining requirement for the period to 2031 is 1.638 million tonnes.

Soft Sand

- 8.12 The LAA figure for soft sand changed in the LAA2019 and therefore there two scenarios to set out.

Soft Sand Core Strategy Requirements

- 8.13 The Core Strategy provision level figure is 0.189mtpa multiplied by 18 years, gives a total provision requirement of 3.402 million tonnes for the period 2014 to 2031.
- 8.14 Taking into account sales in 2014 – 2020 (total 1.657 million tonnes), and reserves that are expected to be worked during the plan period (3.915million tonnes), there are no more requirements for additional soft sand over the Plan Period.

Soft Sand LAA2020 requirements

- 8.15 However if we apply the LAA2014-2018 rate to 2018 (5 years) and the updated provision figures from the LAA2019 rate for the rest of the Plan period (13 years) this gives a total provision requirement of 4.104 million tonnes for the period 2014 to 2031
- 8.16 Taking into account sales in 2014 – 2020 (total 1.657million tonnes), and reserves that are expected to be worked during the plan period (2.915million tonnes), there is no requirement for any additional soft sand over the remaining Plan Period.

Crushed Rock

- 8.17 The LAA figure for Crushed Rock changed in the LAA2019 and therefore there two scenarios to set out.

Crushed Rock Core Strategy Requirements

- 8.18 The Core Strategy provision level figure is 0.584mtpa multiplied by 18 years, gives a total provision requirement of 10.512 million tonnes for the period 2014 to 2031.
- 8.19 Taking into account sales in 2014 – 2020 (total 6.238 million tonnes), and reserves that are expected to be worked during the plan period (5.901million tonnes), there are no more requirements for additional crushed rock over the Plan Period.

Crushed Rock LAA2020 requirements

- 8.20 However if we apply the LAA 2014-2018 rate to 2018 (5 years) and the updated provision figures from the LAA2019 rate (0.788mtpa) for the rest of the Plan period (13 years) this gives a total provision requirement of 13.034million tonnes for the period 2014 to 2031
- 8.21 Taking into account sales in 2014 – 2020(total 6.238million tonnes), and reserves that are expected to be worked during the plan period (6.041million tonnes), there is a requirement for an additional 0.895mt tonnes of Crushed rock over the remaining Plan Period.

Conclusion

- 8.22 To meet the Core Strategy Requirements, we will need to identify sites to meet the following need:
- **Sand and Gravel – 1.638 million tonnes**
 - **Soft Sand - 0 million tonnes**
 - **Crushed rock - 0 million tonnes**
- 8.23 However, to maintain our landbank requirements based on our most recent Local Aggregates Assessment 2019, we intend to address this issue through our Core Strategy review and undertake a Partial Review to include Policy M2.
- 8.24 Based on this review and Partial Update, we will then be able to identify additional future sites for sharp sand and gravel, soft sand and crushed rock to meet the LAA identified mineral requirements over the Plan Period.
- 8.25 This LAA2021 shows that based on Local Aggregates Assessments we will need to identify sites to meet the following need:
- **Sand and Gravel – 1.638million tonnes.**
 - **Soft Sand - 0 million tonnes**
 - **Crushed rock – 0.895 million tonnes**

9. List of Definitions and Acronyms

The Local Aggregate Assessment uses the following terminology throughout this report:

- **Alternative aggregates** - A general term which can be used to refer to anything other than primary, land-won aggregates. It can include secondary, recycled and sometimes marine aggregates.
- **Apportionment** - the quantity of aggregate for which provision needs to be made in plans within each Mineral Planning Authority in order both to satisfy local needs and to contribute fairly towards National (and former Regional) expectations of future demand.
- **Landbank** - Landbank is a measure of the stock of permitted reserves expressed in terms of the number of years that these would allow production for at a given average rate of extraction. It is a theoretical measure of the life of the reserves if these were to be worked at a consistent annual rate.
- **Land-won aggregates** - Primary aggregates extracted from land.
- **Marine aggregates** - Primary aggregates dredged from the sea, almost exclusively sand and gravel.
- **Primary aggregates** - These are aggregates produced from naturally occurring mineral deposits, extracted specifically for use as aggregate and used for the first time. They are produced either from rock formations that are crushed to produce 'crushed rock' aggregates, from naturally occurring sand and gravel deposits, or solid formations to produce soft sand.
- **Provision rate** - the quantity of aggregate for which provision needs to be made in plans within each Mineral Planning Authority in order both to satisfy local needs and to contribute fairly towards National expectations of future demand
- **Recycled aggregates** - Aggregate materials recovered from construction and demolition processes and from excavation waste on construction sites.
- **Secondary aggregates** - Aggregates derived as a by-product of other quarrying and mining operations or industrial processes, including colliery spoil, china clay waste, slate waste; power station ashes, incinerator bottom ashes and similar products.
- **Sharp sand and gravel** - Sharp sand tends to be relatively coarse and the component grains are more angular than soft sand (see below). Such sands are typically deposited within river channels, rather than in oceans, and are generally found, as part of a sequence of mixed sand & gravel, within river floodplains, river terraces, and (in areas which have been glaciated) within other types of deposit. As the name implies they have a sharper texture than soft sands and, although they can be used as building sand, they are generally not preferred for that purpose because they produce less 'workable' mortars, unless special additives are

included in the mix, adding to the cost. They are better suited to use within concrete products, not least because they usually occur in conjunction with gravels which provide the coarse aggregate component of the concrete mix.

- **Soft Sand** - Soft sand is generally fine-grained sand in which the individual grains are well-rounded, imparting a relatively soft texture and free-flowing nature to the sand. Such sands are commonly deposited in marine environments, where constant movement by the sea results in the rounding, polishing and sorting of the grains. The characteristics of such sands lend themselves especially to products which are required to 'flow' or be easily 'workable' by hand when they are being used - particularly mortars, but also plaster, in the case of very fine grained sand. These are collectively known as 'building sand'. Soft sand may also be used in asphalt products where it is used to stiffen the bitumen binder, and in concrete products - although sharp sand is more commonly used for that purpose.

The Local Aggregates Assessment uses the following acronyms throughout this report:

- **AMRI** – Annual Minerals Raised Inquiry Surveys
- **AWP** – Aggregate Working Party
- **BGS** – British Geological Survey
- **CLG** – Communities and Local Government
- **GDP** – Gross Domestic Product
- **LAA** – Local Aggregates Assessment
- **MASS** – Managed Aggregates Supply System
- **MPAs** – Mineral Planning Authorities
- **Mt** – Million tonnes
- **mtpa** – Million tonnes per annum
- **MWLP** – Minerals and Waste Local Plan
- **NPPF** – National Planning Policy Framework
- **OCC** – Oxfordshire County Council
- **PPG** – Planning Practice Guidance
- **RAWP** – Regional Aggregate Working Parties
- **ROMP** – Review of Old Mineral Permissions
- **SEEAWP** – South East of England Aggregate Working Party

SHMA – Strategic Housing Market Assessment

Appendix 1

Total Oxfordshire Sand and Gravel Sales (including Soft Sand)

(Source: AM Surveys and SEEAWP Surveys)

The AM2019 did not include a separate England total for Soft Sand for 2019, therefore for comparative purposes we have combined the historical records for Sharp Sand and Gravel and Soft Sand to be able to compare the 2019 figure with previous years.

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes) ²³	Oxfordshire Soft Sand Sales (million tonnes) ²⁴	Total Oxfordshire Land won Sand and Gravel (million tonnes)	England Total Land Won Sand and Gravel (million tonnes)	Oxfordshire's sales as a percentage of England's sales ²⁵
2003	1.372	0.234	1.479	59.974	2.47%
2004	1.184	0.295	1.289	62.735	2.05%
2005	1.090	0.199	1.166	58.926	1.98%
2006	0.983	0.183	1.059	56.148	1.89%
2007	0.893	0.166	0.78	54.512	1.43%
2008	0.629	0.151	0.627	50.134	1.25%
2009	0.462	0.165	0.597	37.81	1.58%
2010	0.455	0.142	0.69	36.723	1.88%
2011	0.489	0.201	0.714	36.589	1.95%
2012	0.559	0.155	0.566	33.229	1.79%
2013	0.401	0.165	0.869	35.855	2.42%
2014	0.639	0.230	1.001	38.785	2.58%
2015	0.768	0.233	0.878	2015 figures not available	n/a
2016	0.651	0.227	0.954	2016 figures not available	n/a

²³ Source: SEEAWP Aggregates Monitoring Surveys

²⁴ SEEAWP Aggregates Monitoring Surveys

²⁵ Figures include data for marine dredged material. This data is allocated to the county in which the port of landing is situation.

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes)²³	Oxfordshire Soft Sand Sales (million tonnes)²⁴	Total Oxfordshire Land won Sand and Gravel (million tonnes)	England Total Land Won Sand and Gravel (million tonnes)	Oxfordshire's sales as a percentage of England's sales²⁵
2017	0.703	0.251	1.048	2017 figures not available	n/a
2018	0.796	0.252	1.133	2018 figures not available	n/a
2019	0.994	0.254	1.248	39.708	3.14%
2020	0.830	0.210	1.040	2020 figures not available	
Rolling 10 year annual average, 2003 - 2012	0.812	0.182	0.891	40.433	2.01%
Rolling 10 year annual average, 2004 - 2013	0.715	0.176	0.839	38.629	1.85%
Rolling 10 year annual average, 2005 - 2014	0.660	0.179	0.812	36.853	1.79%
Rolling 10 year annual average, 2006 - 2015	0.628	0.184	0.787	n/a	n/a
Rolling 10 year annual average, 2007 - 2016	0.595	0.192	0.778	n/a	n/a

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes) ²³	Oxfordshire Soft Sand Sales (million tonnes) ²⁴	Total Oxfordshire Land won Sand and Gravel (million tonnes)	England Total Land Won Sand and Gravel (million tonnes)	Oxfordshire's sales as a percentage of England's sales ²⁵
Rolling 10 year annual average, 2008 – 2017*	0.576	0.202	0.822	n/a	n/a
Rolling 10 year average 2009 – 2018	0.592	0.230	0.923	n/a	n/a
Rolling 10 year average 2010 – 2019	0.646	0.211	0.857	n/a	n/a
Rolling 10 year average 2011 – 2020	0.683	0.218	0.901	n/a	n/a
Average of last 3 years 2014 – 2016	0.686	0.230	0.95	n/a	n/a
Average of last 3 years 2015 – 2017	0.707	0.237	0.717	n/a	n/a
Average of last 3 years 2016 - 2018	0.717	.243	0.96	n/a	n/a
Average of last 3 years 2017- 2019	0.831	.252	1.083	n/a	n/a
Average of last 3	0.873	.239	1.112	n/a	n/a

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes)²³	Oxfordshire Soft Sand Sales (million tonnes)²⁴	Total Oxfordshire Land won Sand and Gravel (million tonnes)	England Total Land Won Sand and Gravel (million tonnes)	Oxfordshire's sales as a percentage of England's sales²⁵
years 2018- 2020					

Oxfordshire's Historical Mineral Sales
Sharp Sand and Gravel 2003-2020 (million tonnes)

(Sources: SEEAWP Aggregates Monitoring Surveys, and AMRI Surveys)

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes)²⁶	England Sharp Sand & Gravel Sales (million tonnes)²⁷	Oxfordshire's sales as a percentage of England's sales²⁸
2003	1.372	48.674	2.82%
2004	1.184	51.591	2.29%
2005	1.090	48.109	2.27%
2006	0.983	46.316	2.12%
2007	0.893	44.52	2.01%
2008	0.629	41.527	1.51%
2009	0.462	31.705	1.46%
2010	0.455	31.794	1.43%
2011	0.489	31.392	1.56%

²⁶ Source: SEEAWP Aggregates Monitoring Surveys

²⁷ Source: Mineral Extraction in Great Britain survey, Table 2 "Sand and Gravel for Construction". Please note that 2014 is the most recent published report.

²⁸ Figures include data for marine dredged material. This data is allocated to the county in which the port of landing is situation.

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes)²⁶	England Sharp Sand & Gravel Sales (million tonnes)²⁷	Oxfordshire's sales as a percentage of England's sales ²⁸
2012	0.559	28.702	1.95%
2013	0.401	30.634	1.31%
2014	0.639	33.831	1.89%
2015	0.768	<i>2015 figures not available</i>	n/a
2016	0.651	<i>2016 figures not available</i>	n/a
2017	0.703	<i>2017 figures not available</i>	n/a
2018	0.796	<i>2018 figures not available</i>	n/a
2019	0.994	2019 figures not available	n/a
2020	0.83	2020 figures not available	n/a
Rolling 10 year annual average, 2003 - 2012	0.812	40.433	2.01%
Rolling 10 year annual average, 2004 - 2013	0.715	38.629	1.85%
Rolling 10 year annual average, 2005 - 2014	0.660	36.853	1.79%
Rolling 10 year annual average, 2006 – 2015	0.628	n/a	n/a
Rolling 10 year annual average, 2007 – 2016	0.595	n/a	n/a
Rolling 10 year annual average, 2008 – 2017*	0.576	n/a	n/a

	Oxfordshire Sharp Sand & Gravel Sales (million tonnes)²⁶	England Sharp Sand & Gravel Sales (million tonnes)²⁷	Oxfordshire's sales as a percentage of England's sales ²⁸
Rolling 10 year average 2009 – 2018	0.592	n/a	n/a
Rolling 10 year average 2010 – 2019	0.569	n/a	n/a
Rolling 10 year average 2011– 2020	0.612	n/a	n/a
Average of last 3 years 2014 – 2016	0.686	n/a	n/a
Average of last 3 years 2015 – 2017	0.707	n/a	n/a
Average of last 3 years 2016 - 2018	0.717	n/a	n/a
Average of last 3 years 2016 - 2019	0.813	n/a	n/a
Average of last 3 years 2017 - 2020	0.873	n/a	n/a

Sales of Soft Sand 2003–2020 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys, and AMRI Surveys)

	Oxfordshire Soft Sand Sales (million tonnes)²⁹	England Soft Sand Sales (million tonnes)³⁰	Oxfordshire's sales as a percentage of England's sales.
2003	0.234	11.300	2.07%
2004	0.295	11.144	2.65%
2005	0.199	10.817	1.84%
2006	0.183	9.832	1.86%
2007	0.166	9.992	1.66%
2008	0.151	8.607	1.75%
2009	0.165	6.105	2.70%
2010	0.142	4.929	2.88%
2011	0.201	5.197	3.87%
2012	0.155	4.527	3.42%
2013	0.165	5.221	3.16%
2014	0.230	4.954	4.64%
2015	0.233	<i>2015 figures not available</i>	n/a
2016	0.227	<i>2016 figures not available</i>	n/a
2017	0.251	<i>2017 figures not available</i>	n/a
2018	0.252	<i>2018 figures not available</i>	n/a
2019	0.254	<i>2019 figure not available</i>	n/a

²⁹ SEEAWP Aggregates Monitoring Surveys

³⁰ Source: Mineral Extraction in Great Britain survey, Table 2 "Sand and Gravel for Construction". Please note that 2014 is the most recent published report.

	Oxfordshire Soft Sand Sales (million tonnes)²⁹	England Soft Sand Sales (million tonnes)³⁰	Oxfordshire's sales as a percentage of England's sales.
2020	0.21	2020 figure not available	n/a
Rolling 10 year annual average (2003 – 2012)	0.189	8.246	2.34%
Rolling 10 year annual average (2004 – 2013)	0.182	7.637	2.38%
Rolling 10 year annual average (2005 – 2014)	0.176	7.018	2.51%
Rolling 10 year annual average (2006 - 2015)	0.179	n/a	n/a
Rolling 10 year annual average (2007 - 2016)	0.184	n/a	n/a
Rolling 10 year annual average (2008 – 2017) *	0.192	n/a	n/a
Rolling 10 year annual average (2009 – 2018)	0.202	n/a	n/a
Rolling 10 year annual average (2010– 2019)	0.211	n/a	n/a
Rolling 10 year annual average (2011– 2020)	0.218	n/a	n/a
Average of last 3 years 2014 – 2016	0.230	n/a	n/a
Average of last 3 years 2015 – 2017	0.237	n/a	n/a
Average of last 3 years 2015 – 2018	.243	n/a	n/a
Average of last 3 years 2016 - 2019	.252	n/a	n/a
Average of last 3 years 2017 - 2020	.239	n/a	n/a

Sales of Crushed Rock 2003 – 2020 (million tonnes) (Sources: SEEAWP Aggregates Monitoring Surveys, and AMRI Surveys)

	Oxfordshire Crushed Rock Sales (million tonnes)³¹	England Crushed Rock Sales (million tonnes)³²	Oxfordshire's sales as a percentage of England's sales.
2003	0.629	83.957	0.75%
2004	0.557	85.653	0.65%
2005	0.564	80.593	0.70%
2006	0.495	83.722	0.59%
2007	0.717	82.922	0.86%
2008	0.543	75.179	0.72%
2009	0.363	59.666	0.61%
2010	0.272	50.115	0.54%
2011	0.322	57.744	0.56%
2012	0.242	52.980	0.46%
2013	0.502	53.417	0.94%
2014	1.061	63.835	1.66%
2015	0.914	<i>2015 figures not available</i>	n/a
2016	0.715	<i>2016 figures not available</i>	n/a
2017	0.867	<i>2017 figures not available</i>	n/a

³¹ SEEAWP Aggregates Monitoring Surveys

³² Source: BGS 2014 and 2019 survey

	Oxfordshire Crushed Rock Sales (million tonnes)³¹	England Crushed Rock Sales (million tonnes)³²	Oxfordshire's sales as a percentage of England's sales.
2018	0.751	<i>2018 figures not available</i>	n/a
2019	0.843	83.015	1.02%
2020	1.087	<i>2020 figures not available</i>	n/A
Rolling 10 year annual average 2003 - 2012	0.470	71.253	0.66%
Rolling 10 year annual average 2004 - 2013	0.458	68.199	0.67%
Rolling 10 year annual average 2005 - 2014	0.508	66.017	0.77%
Rolling 10 year annual average 2006 - 2015	0.543	n/a	n/a
Rolling 10 year annual average 2007 - 2016	0.565	n/a	n/a
Rolling 10 year annual average 2008 - 2017	0.580	n/a	n/a
Rolling 10 year annual average 2009 - 2018	0.601	n/a	n/a
Rolling 10 year annual average 2010 - 2019	0.649	n/a	n/a
Rolling 10 year annual average 2011 - 2020	0.730	n/a	n/a
Average of last 3 years 2014 - 2016	0.897	n/a	n/a
Average of last 3 years 2015 - 2017	0.832	n/a	n/a

	Oxfordshire Crushed Rock Sales (million tonnes)³¹	England Crushed Rock Sales (million tonnes)³²	Oxfordshire's sales as a percentage of England's sales.
Average of last 3 years 2016 – 2018	0.778	n/a	n/a
Average of last 3 years 2017 – 2019	0.820	n/a	n/a
Average of last 3 years 2018 – 2020	0.894	n/a	n/a

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Appendix 2

Imports and Exports

Imports, Exports and Consumption of Primary Aggregates in Oxfordshire

2009, 2014, 2020 (millions of tonnes) (Source: Collation of the Results of the 2019 Aggregates Minerals Survey for England and Wales, MHCLG, August 2021 and Collation of the Results of the 2014 Aggregates Minerals Survey for England and Wales, DCLG, October 2016, Collation of the Results of the 2019 Aggregates Minerals Survey for England and Wales, DCLG, October 2011)

	Sand and Gravel 2009	Crushed Rock 2009	All Primary Aggregates 2009	Sand and Gravel 2014	Crushed Rock 2014	All Primary Aggregates 2014	Sand and Gravel 2019	Crushed Rock 2019	All Primary Aggregates 2019
A. Production / Sales in Oxfordshire	0.628	0.363	0.991	0.869	1.061	1.93	1.248	.843	2.091
B. Exported out of Oxfordshire	0.140	0.179	0.319	0.221	0.347	0.568	0.476	.582	1.058 ³³
C. Produced and consumed in Oxfordshire (A – B)	0.487	0.184	0.672	0.648	0.714	1.362	0.772	0.261	1.033
D. Imported into Oxfordshire	0.270	0.441	0.711	0.117	0.787	0.904	.128	.356	0.484

³³ This included the unallocated. It should be noted that some of this may have been consumed in Oxfordshire.

	Sand and Gravel 2009	Crushed Rock 2009	All Primary Aggregates 2009	Sand and Gravel 2014	Crushed Rock 2014	All Primary Aggregates 2014	Sand and Gravel 2019	Crushed Rock 2019	All Primary Aggregates 2019
E. Total Consumption in Oxfordshire (C+D)	0.757	0.625	1.383	0.765	1.501	2.266	0.900	0.617	1.517

The equivalent figures for 2005 are not available because Oxfordshire was grouped with Buckinghamshire and Berkshire in the AM2005 Report.

No equivalent information can be derived from the earlier AM2001 Survey report, because all results are presented on a regional basis and there are no local figures.

Destinations

Destinations of Sand & Gravel Produced in Oxfordshire 2009 and 2014

(Source: Oxfordshire County Council Aggregates Monitoring Survey 2009 and 2014)

Destination	2009 Sand and Gravel (including soft sand) Tonnes	2009 Sand and Gravel (including soft sand) %	2014 Sand and Gravel (including soft sand) Tonnes	2014 Sand and Gravel (including soft sand) %
Oxfordshire	487,260	77.6	648,282	74.60
Berkshire	20,785	3.3	99,259	11.42
Buckinghamshire & Milton Keynes	13,663	2.2	9,712	1.11
Rest of South East & London	15,565	2.5	4,642	0.81
Wiltshire, Swindon & Gloucestershire	68,203	10.9	95,089	10.94
Northamptonshire & Warwickshire	4,993	0.8	9,674	1.11
TOTAL	627,783	100	866,658	100

Destinations of Crushed Rock Produced in Oxfordshire 2009 and 2014

(Source: Oxfordshire County Council Aggregates Monitoring Survey 2009 and 2014)

Destination	2009 Crushed Rock Tonnes	2009 Crushed Rock %	2014 Crushed Rock Tonnes	2014 Crushed Rock %
Oxfordshire	180,867	49.8	663,463	62.56
Berkshire & Buckinghamshire & Milton Keynes	23,081	6.4	254,223	23.97
Rest of South East & London	0	0	5,755	0.55

Destination	2009 Crushed Rock Tonnes	2009 Crushed Rock %	2014 Crushed Rock Tonnes	2014 Crushed Rock %
Wiltshire, Swindon & Gloucestershire	29,694	8.2	14,308	1.35
Northamptonshire & Warwickshire	118,788	32.7	121,258	11.43
TOTAL	362,839	100	1,060,573	99.86

The AM2005 survey report combined figures for the destinations of aggregates sold in Oxfordshire with the destinations of sales in Berkshire and Buckinghamshire. It is therefore not possible to derive equivalent figures for 2005.

Destinations of Sand & Gravel Produced in Oxfordshire 2019

(Source: BGS/MHCLG AM2019 Survey)

For 2019, we do not currently have the exact amounts of mineral produced in Oxfordshire that were consumed by other areas.

The AM2019 set out the % of the amount of sand and gravel consumed in each destination that was produced from Oxfordshire in relation to the Authorities own total demand of sand and gravel. The table then indicates the lowest and maximum amount of sand and gravel produced from Oxfordshire based on these percentages.

Destination of Oxfordshire's produced Land won Sand and Gravel (Including soft sand) in 2019 (1.248mt)

Destination	Proportion	Range* of tonnages produced in Oxfordshire (millions of tonnes)
Oxfordshire	62% of total sand and gravel consumed in Oxfordshire	0.772mt**
Hampshire and Isle of Wight	Between 10% and 20% of total sand and gravel consumed in Hampshire and Isle of Wight	Between 0.095mt and 0.189mt came from Oxfordshire
Buckinghamshire and Milton Keynes	Between 1% and 10% of total sand and gravel consumed in Berkshire	Between 0.014mt and 0.138mt came from Oxfordshire

Destination	Proportion	Range* of tonnages produced in Oxfordshire (millions of tonnes)
Berkshire	Between 1% and 10% of total sand and gravel consumed in Berkshire	Between 0.007mt and 0.074mt came from Oxfordshire
Wiltshire and Swindon	Between 1% and 10% of total sand and gravel consumed in Wiltshire and Swindon	Between 0.005mt and 0.052mt came from Oxfordshire
West of England (Avon)	Between 10% and 20% of total sand and gravel consumed in West of England	Between 0.002mt and 0.006mt came from Oxfordshire
Surrey, Dorset, Gloucestershire, Northamptonshire, Somerset and Exmoor National Park, Warwickshire, Worcestershire, Scotland and West London	Less than 1% of each MPAs total sand and gravel was sourced from Oxfordshire	Max .043mt came from Oxfordshire
Unknown in the South East	Between 40 and 50% sand and gravel consumed in the South East	Between 0.172mt and 0.216mt came from Oxfordshire
Unknown Destination	Between 1%-10% of the total sand and gravel consumed that went to unknown destinations.	Between 0.014mt and 0.142mt came from Oxfordshire

*This is the highest and lowest percentage of sand and gravel from Oxfordshire taken from the importing Authorities total Sand and Gravel consumed. (Other than Oxfordshire)

** Known figure from AM2019

Destinations of Crushed Produced in Oxfordshire 2019

(Source: BGS/MHCLG AM2019 Survey)

The AM2019 set out the % of the amount of crushed rock consumed in each destination that was produced from Oxfordshire, in relation to the Authorities own total demand of sand and gravel. The table then indicates the lowest and maximum amount of sand and gravel produced from Oxfordshire based on these percentages.

Total Crushed Rock exported destinations in 2019 (0.582mt)

Source	Proportion	Range* (millions of tonnes)
Oxfordshire	31% of total Consumed Crushed rock in Oxfordshire	0.261mt*
Northamptonshire	Between 1% and 10% of total Crushed Rock consumed in Northamptonshire	Between 0.017mt and 0.165mt came from Oxfordshire
Buckinghamshire and Milton Keynes	Between 10% and 20% of total Crushed Rock consumed in Buckinghamshire and Milton Keynes	Between 0.070 and 0.141mt came from Oxfordshire
Warwickshire	Between 1% and 10% of total Crushed Rock consumed in Warwickshire	Between 0.011mt and 0.107mt came from Oxfordshire
Berkshire	Between 1% and 10% of total Crushed Rock consumed in Berkshire	Between 0.009mt and 0.089mt came from Oxfordshire
Unknown somewhere in the South East	Between 50% and 60% of total Crushed Rock destination in the South East unknown	0.256mt and 0.307mt came from Oxfordshire
Bedfordshire, Gloucestershire, Hampshire and Isle of Wight, Hertfordshire, Surrey	Less than 1% of each MPAs total Crushed Rock was sourced from Oxfordshire	Max 0.043mt came from Oxfordshire

*This is the highest and lowest percentage of sand and gravel from Oxfordshire taken from the importing Authorities total Crushed rock consumed. (Other than Oxfordshire)

** Known figure from AM2019

Destinations of Sand and Gravel Produced in Oxfordshire 2005, 2009 and 2014
(Source: AM2005, and AM2009, 2014)

Destination (Source MPA – Oxfordshire)	Sand and gravel (millions of tonnes) 2005	Sand and gravel (millions of tonnes) 2009	Sand and gravel (millions of tonnes) 2014
Berkshire, Oxfordshire and Buckinghamshire	0.304	0.520 of which 0.487 in Oxfordshire	0.757 of which 0.648 in Oxfordshire
Elsewhere in South East	0.418	0.015	0.012
Elsewhere	0.550	0.090	0.100
Unallocated	0.017	0	0
Total	1.289*	0.627*	0.869*

*Totals may not match sub totals due to varying categories

Destinations of Crushed Rock Produced in Oxfordshire 2005 and 2009

Destination (Source MPA – Oxfordshire)	Crushed rock (millions of tonnes) 2005	Crushed rock (millions of tonnes) 2009	Crushed rock (millions of tonnes) 2014
Berkshire, Oxfordshire and Buckinghamshire	0.277	0.184 all in Oxfordshire	0.919
Elsewhere in South East	0.134	0.025 incl. Berkshire & Buckinghamshire	0.010
Elsewhere	0.152	0.154	0.130
Total	0.564*	0.363	1.061

*May not match sub totals due to varying categories.

This data comparison is not currently available for AM2019.

Sources

Sources of sand and gravel consumed in Oxfordshire 2009

(Source: BGS)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	64%	0.474
Gloucestershire	25%-20%	0.145- 0.185
Warwickshire, Bristol (marine), Hampshire, Berkshire and Leicestershire (in descending order)	Between 5% and 1% from each area	n/a
Milton Keynes, Central Bedfordshire (includes Bedford Borough), Kent, Cambridgeshire, Staffordshire, Buckinghamshire, Dorset, Wiltshire, Solihull (includes Walsall) and Hertfordshire (in descending order)	Less than 1% from each area	n/a

Sources of crushed rock consumed in Oxfordshire 2009

(Source: BGS)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	29%	0.181
South Gloucestershire	30%-25%	0.187- 0.156
Somerset	25% - 20%	0.156- 0.125
Leicestershire	15%-10%	0.093- 0.063
Rhondda, Cynon, Taf (Taff), Gloucestershire and Powys (in descending order)	Between 5% and 1% from each area	n/a
Shropshire, North Somerset and Caerphilly/Merthyr Tydfil (merged for confidentiality) and Derbyshire (in descending order)	Less than 1% from each area	n/a

Sources of sand and gravel consumed in Oxfordshire 2014

(Source: BGS)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	80-90%	0.612 - 0.6885
Wiltshire, Windsor & Maidenhead, Cambridgeshire, Leicestershire	1-10%	0.00765 – 0.0765
Devon, Gloucestershire, Hampshire, West Berkshire, Central Bedfordshire, Essex, Hertfordshire, Northamptonshire, Staffordshire, Worcestershire.	<1%	<0.00765

Sources of crushed rock consumed in Oxfordshire 2014

(Source: BGS)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	40-50%	0.6 – 0.75
Somerset	30-40%	0.45 – 0.6
Leicestershire	10-20%	0.15 – 0.3
Gloucestershire	1-10%	0.015 – 0.15
North Somerset, South Gloucestershire, Cambridgeshire, Shropshire, Powys	<1%	<0.015

Sources of sand and gravel consumed in Oxfordshire 2019

(Source: BGS)

Total Land won Sand and Gravel (Including soft sand) consumed in Oxfordshire in 2019 (0.900mt)

Source	Proportion	Tonnage where known (millions of tonnes)
Oxfordshire	80-90%	0.772mt*
Cambridgeshire, Lincolnshire, Staffordshire and Wiltshire	Between 1% and 10% from each area	Between 0.036mt and 0.363mt**

Source	Proportion	Tonnage where known (millions of tonnes)
	of total consumed within Oxfordshire	
Leicestershire, Buckinghamshire Bristol City, Central Bedfordshire, Gloucestershire, Hampshire, Hertfordshire and Portsmouth	Less than 1% from each area	Max .081mt***

* Exact figure taken from AM Survey 2019

** The lower number represents 1% of total consumed and the higher represents 10% of total consumed.

*** A maximum of 1% was taken for each Authority that exported Minerals to Oxfordshire

Sources of Crushed Rock Gravel consumed in Oxfordshire 2019

(Source: BGS)

Total Crushed Rock consumed in Oxfordshire in 2019 (0.617mt)

Source	Proportion	Tonnage Estimates (millions of tonnes)
Oxfordshire	40-50%	0.261mt*
Gloucestershire, Leicestershire, Somerset	10-20%	Between 0.185 and 0.370**
North Somerset, Powys, Rhondda Cynon Taf (Taff), Shropshire, South Gloucestershire	Between 1% and 10% from each area of total consumed within Oxfordshire	Between 0.031mt and 0.308mt***
Cambridgeshire, Derbyshire, Warwickshire	Less than 1% from each area	Max .024mt****

* Exact figure taken from AM Survey 2019

** The lower number represents 10% of total consumed and the higher represents 20% of total consumed.

*** The lower number represents 10% of total consumed and the higher represents 20% of total consumed.

**** A maximum of 1% was taken for each Authority that exported Minerals to Oxfordshire

Appendix 3

Mineral provision requirements over the Plan period.

This section sets out the requirements to meet the Core Strategy Provision and also the requirements to meet the LAA2021.

Sand and Gravel Provision required over plan period 2014 – 2031

(As at Dec 2020)

	Sharp Sand & Gravel (million tonnes)
A. Annual Provision (from policy M2 / LAA)	1.015
B. Requirement 2014 – 2031 (policy M2) (A x 18 years)	18.270
C. Sales in 2014 – 2020(Oxfordshire)	5.382
D. Remaining requirement (B – C)	12.888
E. Permitted Reserves at end 2020	11.439
F. Estimated permitted reserves available to be worked during remainder of plan period (from beginning 2021 to end 2031)	11.250
G. Remaining requirement to be provided for in Plan (D – F)	1.638

Notes:

1. Permitted Reserves at end 2019 (Row E) do not include approximately 1.0 million tonnes of sharp sand and gravel at Thrupp Farm Quarry, Radley (South), which were previously included. Under 'ROMP' procedure the planning permission for this site has gone into suspension, and is currently dormant, and the site cannot be worked

until there has been a review of the planning conditions attached to the planning permission. Consequently, in accordance with national Planning Practice Guidance, the 'reserves' at this site should not currently be included as permitted reserves and they do not form part of the landbank.

2. The site at Stonehenge Farm has not extracted any sand and gravel during 2020. This site has an end date of 2024 and the Planning Statement states that extraction would be at a rate of 300000tpa, whilst the Inspectors report gave 200,000tpa. If an extraction rate of 300,000tpa is taken, then there is only 1.2million to be extracted over the Plan period before the permission expires.

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Soft Sand provision required over the Plan period 2014-2031

(As at Dec 2020)

	Soft Sand Core Strategy Requirement (Million Tonnes)	Soft Sand Core Strategy 2014- 2018/ LAA 2019 onwards Provision Rate (Million Tonnes)
A Annual Provision	0.189 (Policy M2)	5years x 0.189 13years x 0.243
B. Requirement 2014 – 2031	3.402	4.104 (0.945+3.159)
C. Sales in 2014 – 2020	1.657	1.657
D. Remaining requirement (B – C)	1.745	2.557
E. Permitted Reserves at end 2020	3.915	3.915
F. Estimated permitted reserves available to be worked during remainder of plan period (from beginning 2021 to end 2031)	2.61	2.61
G. Remaining requirement to be provided for in Plan (D – F)	0	0

Notes:

1. The planning application for an extension to Bowling Green Farm Quarry submitted in 2016 and permitted in June 2017 is for the working of a total of 1.6 million tonnes of soft sand. Information in the application indicates this will be worked over 19 years

from 2018 to 2036 at an average rate of working of approximately 0.08 million tonnes per annum. Mineral working at Bowling Green Farm Quarry is therefore expected to extend beyond the end of the plan period (2031); of the total of 1.6 million tonnes, it is estimated approximately 1.1 million tonnes will be worked within the plan period and approximately 0.5 million tonnes will remain to be worked after 2031.

2. The planning application for an extension to Duns Tew Quarry submitted in 2014 and permitted in May 2017 is for the working of a total of 0.415 million tonnes of soft sand. Information in the application indicates this will be worked over 16/17 years from 2017 to 2033/34 at an average rate of working of approximately 0.025 million tonnes per annum. Mineral working at Duns Tew Quarry is therefore expected to extend beyond the end of the plan period (2031).
3. The planning application at Shellingford for 1.8mt of soft sand was permitted at the end of 2020 and has an extraction rate of 100,000tpa, therefore only 1.1mt will be extracted over the Plan period.
3. The permitted reserves of soft sand available to be worked during the plan period have therefore been reduced by 0.47 million tonnes, from 3.914million tonnes (row G) to an estimated 2.61million tonnes (row H)

Crushed Rock provision required over the Plan period 2014-2031

(As at December 2020)

	Core Strategy Requirement	Core Strategy 2014- 2018/ LAA 2019 onwards Provision Rate (Million Tonnes)
A. Annual Provision (from policy M2 / LAA)	0.584	5 x 0.584 13 x 0.778
B. Requirement 2014 – 2031 (policy M2) (A x 18 years)	10.512	13.034 (2.92 + 10.114)
C. Sales in 2014 – 2020	6.238	6.238
D. Remaining requirement (B – C)	4.274	6.796
E. Permitted Reserves at end 2020	7.151	7.151

F. Estimated permitted reserves available to be worked during remainder of plan period (from beginning 2020 to end 2031)	5.901	5.901
G. Remaining requirement to be provided for in Plan (D-F)	0	0.895

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Appendix 4

Population

The table below presents the population figures for Oxfordshire for the 10 year baseline period (2010 to 2019).

Table 1: Oxfordshire population figures for the 10 year baseline period (2011 to 2020) ³⁴

Year	Population
2011	654,791
2012	660,009
2013	663,998
2014	669,377
2015	673,590
2016	678,484
2017	682,444
2018	687,524
2019	691,667
2020	696,880

Population forecasts for Oxfordshire up to 2028

Year	Population Forecast ³⁵	Population Forecast ³⁶
2021	699,594	708,105
2022	703,002	721,423
2023	706,188	731,090
2024	709,180	742,638
2025	712,023	755,803

³⁴ www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/

³⁵ www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections

³⁶ insight.oxfordshire.gov.uk/cms/future-population

Year	Population Forecast ³⁵	Population Forecast ³⁶
2026	714,785	769,797
2027	717,536	784,018
2028	720,204	799,634

Housing Completion Figures

Housing completions by year in Oxfordshire³⁷

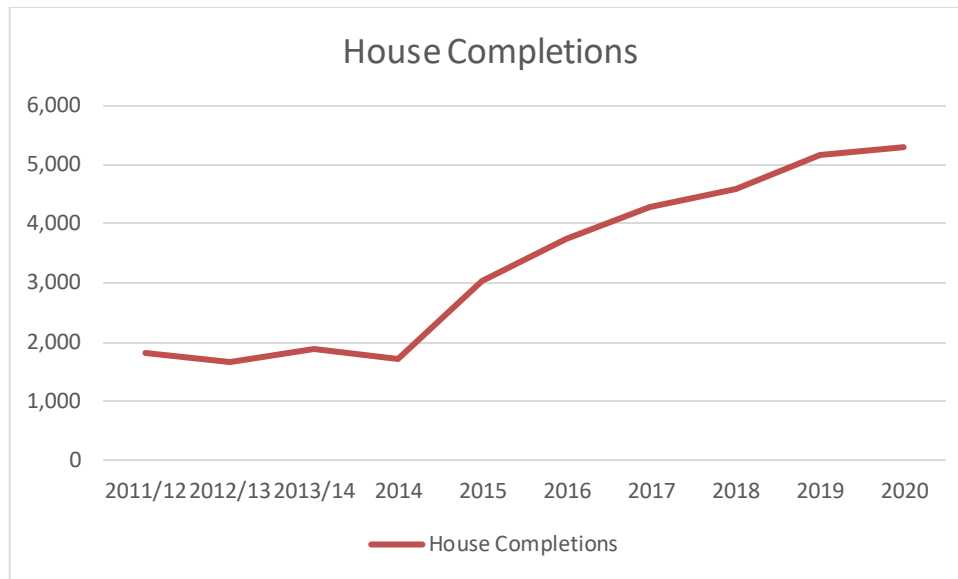
Year	Housing Completions
2011/12	1,799
2012/13	1,661
2013/14	1,873
2014	1726
2015	3044
2016	3761
2017	4277
2018	4589
2019	5164
2020	5301

Notes

(a) completions figures in differ slightly from those in the OGNA, due to differences in when a house is deemed 'completed'.

(b) note that ONS data is by calendar year, whereas district data is by financial year. Since 2014 we have now used District Data.

³⁷ Oxfordshire County Council and District Monitoring Reports



Projected housebuilding³⁸

Year	Planned housebuilding
2021/22	5347
2022/23	6010
2023/24	6288
2024/25	6183
2025/26	6710
2026/27	7011
2027/28	6893
2028/29	6616
2029/30	5723
2030/31	5337

³⁸ District local plans, District Planning Officers, Oxfordshire County Council Data Team

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Divisions Affected – Bicester North

CABINET

16 November 2021

A4095 / B4100 Banbury Road Roundabout In Principle Use of Statutory Powers

Report by Corporate Director Environment and Place

RECOMMENDATION

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

Executive Summary

2. This report seeks approval to progress with a junction capacity and sustainable transport improvements project at the A4095 / B4100 Banbury Road roundabout in Bicester. Bicester is a key area for economic and housing growth in Cherwell and Oxfordshire, with approximately 10,000 new homes and 138.5 ha of employment land supported by the Cherwell Local Plan 2011-2031(Local Plan). Banbury Road roundabout junction improvements will facilitate housing and support North West Bicester's allocation of 6,000 houses and boost economic growth. There are many other strategic infrastructure projects planned to be delivered by 31st March 2023 in Bicester. This project is expected to be complete by February 2023.

Project Objectives

3. The objectives of the Project are to:

- a) Provide suitable, resilient transport infrastructure to support development and increase economic vitality;
- b) Reduce congestion in the town;
- c) Create capacity for developments including better sustainable modes provision;
- d) Mitigate the impact of transport on the town's population and urban environment;
- e) Reduce carbon emissions from transport in the town;
- f) Encourage more bus use, cycling and walking; and
- g) Reduce casualties and dangers associated with travel.

Land Acquisition

- 4. The land necessary to deliver the Project has been identified and the landowners impacted have been contacted, with negotiations to acquire by private treaty agreement taking place. It is the Council's intention to acquire land through private treaty agreement with landowners wherever possible, but it is noted that to ensure timely delivery of the Project, the CPO process shall be required in parallel to those private negotiations, with powers of compulsory purchase to be used as a matter of last resort.
- 5. Key milestone dates for the delivery of the Project are outlined in **Table 1** of this report.

Exempt Information

- 6. There is no exempt information in this report.

Background

- 7. Four options were initially considered and appraised. Please see Annex B for the options appraisal report.

Project Description

- 8. The A4095 / B4100 Banbury Roundabout (**Figure 1**) is one of the key junctions along the western peripheral ring road and the adopted **Local Plan Policy Bicester-1** supports the provision of the A4095 / B4100 Banbury Road roundabout junction improvements. The proposed road network infrastructure improvements identified in Local Transport Plan (LTP) 4 include increasing highway capacity at the A4095 / B4100 junction, as well as along the peripheral route, including the radial route B4100 connecting Bicester Village with Banbury.
- 9. The A4095 / B4100 Banbury Road junction is a four-arm roundabout to the North of Bicester. The junction has functioned efficiently until recently but can now become over capacity during peak hours, as the growth of the town increases traffic movement around the ring road, especially along the A4095 from the west.

10. The Project proposes the replacement of the existing roundabout with a signalised crossroad. Pedestrian and cycle improvements to the junction are included with a segregated bi-directional cycle track provided on the eastern side of the B4100 and on the southern side of the A4095. The existing staggered crossing to the east of the junction on the A4095 is to be replaced with a straight across pedestrian/cycle crossing. The current shared footway/cycleway on the eastern side of the B4100 is to be widened.
11. Ministry of Housing, Communities and Local Government (MHCLG) funding will need to be spent by February 2023.
12. The delivery of the Project is supported by a dedicated Project team, which sits within the Bicester & Banbury Programme business unit, within the Growth and Economy Directorate.
13. There are a range of current issues and risks associated with the delivery of the Project, which are being actively managed by the Programme team. Whilst a number of these issues and risks can be considered as reflective of the scale and complexity of the programme being undertaken, land acquisition and drainage are on a critical path of the Project timeline.

Project Programme Summary

14. The current estimated timeline for completion of the Project is outlined below.

Table 1

Planning submitted	July 2021
Planning determination expected	November 2021
Detailed design complete	March 2022
Construction start	April 2022
Construction finish	February 2023

Strategic Context

15. The Cherwell Local Plan 2011-2031 is based on 3 key themes:
 - Developing a sustainable local economy
 - Building sustainable communities
 - Ensuring sustainable development
16. The 4th Oxfordshire Local Transport Plan (LTP4), Connecting Oxfordshire (2017) has 3 similar main goals:
 - Supporting jobs and housing growth and economic vitality
 - Reducing emissions, enhancing air quality and supporting the transition to a low carbon economy
 - Protecting and enhancing the environment and improving quality of life
17. LTP4 includes the Bicester Transport Strategy of October 2015, which proposes to create a network of transport infrastructure and services that make it easy and attractive to travel by sustainable means. The key component of the Bicester area strategy for many years has been the construction of a system of

peripheral routes to direct distributional trips away from the central routes and therefore free these up for local trips and, in particular, sustainable movements.

18. Bicester development allocation was granted Eco-Town status in 2009 by the Government to act as a showcase for environmentally sustainable communities to be built to the standards under the government's Eco Towns Planning Policy Statement (**PPS**) 1. The policy requires it to be a zero-carbon development achieved through renewable energy and sustainable travel options and delivering homes with high energy efficiency ratings.
19. The Bicester Supplementary Planning Document (**SPD**) adopted in 2015, specified that the layout of Eco-Town must enable a high degree of integration and connectivity between new and existing communities, maximise the potential for walkable neighbourhoods, prioritise non-car modes and encourage a modal shift from car use to other forms of travel. The Local Plan states that the Eco Town development should create at least 50% of trips to be made by means other than the car.
20. The Local Plan states: *“By 2031 Bicester will have grown significantly as indicated at **Figure 1** to become an important economic centre in its own right, be a more attractive place to live and work and will be significantly more self-sustaining both economically and socially”*.
21. The Local Plan identified that: *“Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cycle path connectivity with the town centre, employment and rail stations. Measures to ensure the integration of the remainder of the town including measures to address movement across Howes Lane and Lords Lane”*.

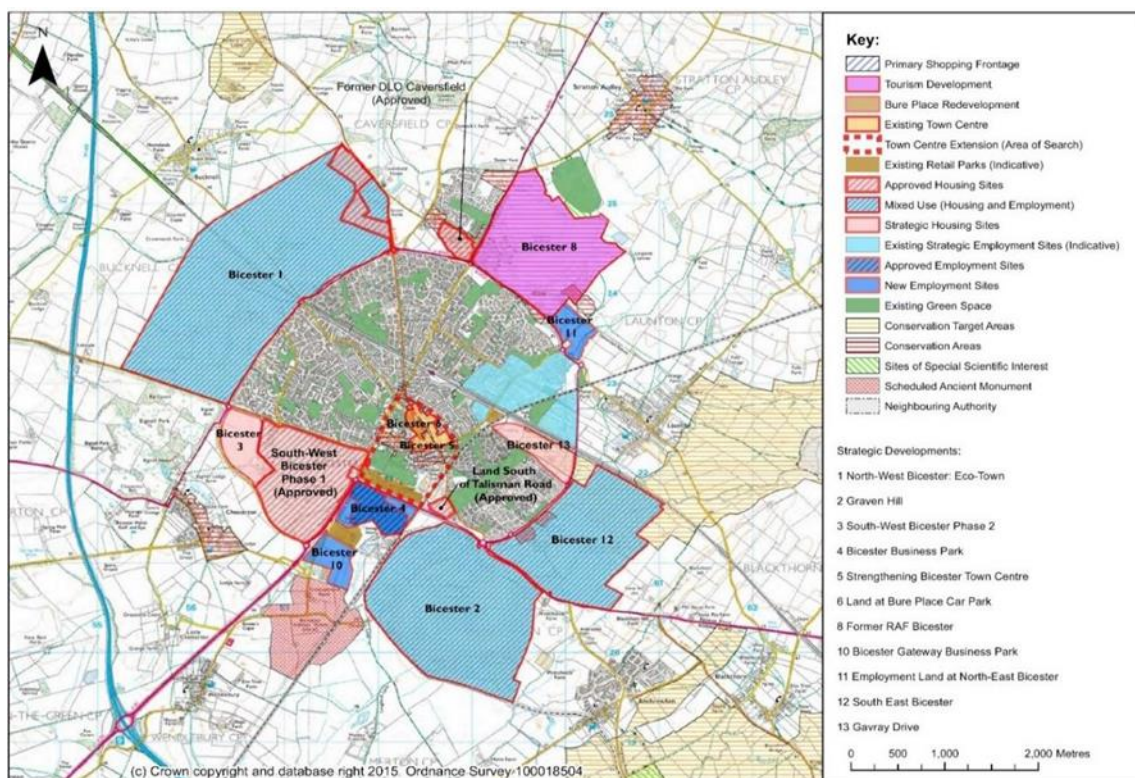


Figure 1: Bicester Town showing planned major Areas for Development

Transport Context and Issues

22. Bicester is located 12 miles by road northeast of Oxford on the A34, and 17 miles north west of Aylesbury on the A41, with the M40 one mile east of Bicester centre. By rail, there are direct frequent connections to London, Birmingham and Oxford on the Chiltern Line. M40 junction improvements North of Bicester and plans for East-West Rail Oxford-Cambridge connection will further improve Bicester's strategic transport links.
23. Planning conditions incorporate measures to encourage residents to adopt more sustainable modes of travel, including the provision of segregated cycleways and pedestrian routes linking directly into the town's existing network, a community bus service, a communal car club, electric car charging points, cycle storage standard for each home.

The Need for the Project – Economic, Environmental and Social Benefits

24. The Project proposals would provide several economic, environmental and social benefits. In order to cope with the planned developments in Bicester, there are various strategic infrastructure projects planned to be delivered by October 2024 to support local economy and housing growth. The Cherwell Local Plan has identified a largest mixed-use site to the North West of this junction, which has a capacity to deliver 3,293 homes and create 3,000 jobs by 2031, with a total of 6,000 homes committed overall.

25. The A4095 / B4100 Banbury Roundabout is one of the key junctions along the western peripheral ring road and the adopted Local Plan Policy Bicester-1 supports the provision of the A4095 / B4100 Banbury Road roundabout junction improvements. Also, the proposed road network infrastructure improvements identified in LTP4 includes increasing highway capacity at the A4095 / B4100 junction as well along the peripheral route, including the radial route B4100 connecting Bicester with Banbury.

Economic Benefits

26. The main economic benefits offered by the Project are as follows:
- Delay to business users and freight travelling round Bicester and through the junction is reduced from the improvements made to the junction.
 - Journey time reliability is improved due to the signalisation of the junction, which allows greater adaptability of changes to future flow patterns.
 - Improvements to the performance of the junction supports future growth within Bicester and, specifically, attractiveness of the development at NW Bicester.

27. Environmental Benefits

- The Project is expected to contribute towards reducing traffic noise due to the proposed reduction in speed limit on the A4095 from 50mph to 30mph.
- The Project will reduce future traffic congestion and, therefore, supports the reduction of future emission levels within the local area.

28. Social Benefits

- Delay to commuters travelling through the junction is reduced and journey time reliability is improved.
- Improvements to pedestrian and cycle infrastructure is anticipated to improve physical activity.
- It is anticipated that the Project will contribute towards reducing the risks of accidents at the junction.
- The Project will a positive impact in reducing severance at the location of the junction and improve connectivity for people travelling through the junction.

The Need for the Project – Highway and Transport Network Benefits

29. The Project proposals would provide a number of Highway and Transport benefits as follows.

Highway & Transport Network

- Reduce severance, in particular improving transport connectivity along the A4095 and provide better connections between the Eco Town and Bicester.

- Improves the operation of the A4095 and the strategic highway network.
- Support the growth of Bicester and specifically at NW Bicester by providing suitable levels of capacity on the highway network.
- Improved Walking and Cycling infrastructure, which will facilitate and encourage modal shift.

Planning Policy Context

30. 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.

Progress to Date

31. The preferred Project was developed to Feasibility Design stage following Option Development, Appraisal and Consultation. Initially three junction design options were generated, appraised and subsequently consulted upon. Following analysis of the consultation and detailed modelling a fourth 'preferred' option was developed as a hybrid between two of the schemes consulted upon. Further consultation on the preferred option was made and this option submitted for planning approval. A Planning Application was submitted on 9th July 2021 which is currently still being determined. Currently progress is being made on the Preliminary Design in parallel with determination of the Planning Application.

Programme

32. The programme described above in Project Programme Summary section will be continually updated as the Project progresses and in line with the Council's internal governance requirements.
33. The critical path to the delivery of the Project is to successfully acquire all the necessary land and new rights required for the delivery of the Project.
34. It should be noted that every effort will be made to acquire the necessary land and new rights by private treaty agreement with the affected parties and that utilising powers of compulsory purchase will be a matter of last resort where the absence of such powers would prejudice the delivery of the Project. The Council has appointed external property agents and legal specialists to undertake both private treaty negotiations with a view to reaching agreement and to advise on the compulsory purchase process. However, acquisition of required land may not be possible as programmed and, therefore, is a key risk to the Project delivery.
35. Whilst acquisition by private treaty agreement will be diligently pursued, from a timescale perspective, initiating the CPO process over the entire land holding that is required to implement the Project offers certainty should parallel negotiations to acquire the land and new rights by agreement be unsuccessful. 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

36. The delivery of the Project will actively support the following key themes within Oxfordshire County Council's Corporate Plan 2020-24.
- An **Innovative** approach to delivering a signalised junction with a high-quality bi-directional cycleway has been chosen to balance improvements for all users.
 - The scheme is striving to be delivered to achieve a Good CEEQUAL rating, which will embed **Carbon Reduction** within the Project.
 - 7-pin NEMA sockets with photocells have been recommended for inclusion within the lighting control systems as a **Technological Change** to improve efficiencies.
 - Traffic modelling utilising future forecasted traffic levels to support an efficient and safe design, while including high quality pedestrian and cycle facilities enables the Council to **Maintain a High Demand Road Network with Reduced Public Funds**.

Financial Implications

Project Costs

37. MHCLG funding via CDC has been identified to fund the project, subject to successful negotiation with developers regarding both land and access to land. If such negotiations are successful, accepted and agreed to, the full costs of delivering would be secured from CDC.
38. The current estimated cost is **£6.6m** for the delivery of the scheme. There will be further ongoing reviews on project costs as we proceed through the Design and Procurement stage 2 of the project.
39. Current assumption is that the land will be secured through negotiations by private treaty. If CPO is required, the scheme is not currently fully funded and would need to seek further approval before progressing with CPO development.

Comments checked by:

Rob Finlayson, Finance business Partner, rob.finlayson@oxfordshire.gov.uk

Legal Implications

Statutory Powers

40. Members should note that whilst the Council has compulsory purchase powers under the Highways Act 1980 and the Acquisition of Land Act 1981 as an

acquiring Authority, these powers should be used as a matter of last resort. Dialogue with affected landowners has commenced and will continue in parallel to acquire required land by negotiation as a first principle.

41. While an Authority can use compulsory purchase powers where the absence of such powers would mean that a project could not be delivered, in considering whether to confirm the CPO, the Secretary of State for Transport will need to be convinced 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 and its supporting documentation. This is in the knowledge that a further report will be brought to Cabinet at a later date seeking authority to make the formal statutory CPO and the SRO.
42. The Council, as Acquiring Authority, is also required to show that if compulsory acquisition is authorised, the Project 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 position of all of which are covered under various sections of this report.
43. Members should also note that following any future Cabinet authority to make the CPO, those receiving notice of the CPO being made have a right to object and, if they wish, have their objections heard at a local Public Inquiry. As Acquiring Authority, the Council would then need to make the case for confirmation of the CPO at any Inquiry. The CPO will not take effect until confirmed by the Secretary of State and until such confirmation is publicised; however, once the CPO is confirmed, an affected party aggrieved by the decision would have a further six weeks after receiving public notification of the confirmation to challenge the decision in the Administrative Court on a point of law, often referred to as statutory Judicial Review. This could result in the CPO, or the decision to confirm it, being quashed in whole or in part.
44. The principal powers in the Highways Act 1980 are:
 - Section 14 and 25 (SROs)
 - Sections 239 and 240, which provide general powers for the acquisition of land for the construction and improvement of highways
 - 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
 - Section 260 authorises the clearance of the title to land already held by the Council and required for the Project and which might otherwise interfere with the Council’s activities in exercising its statutory powers to construct the works.
45. The Acquisition of Land Act 1981 contains powers to acquire new rights and powers to incorporate what is commonly referred to as the “Mining Code”. Section 3 of and Schedules 2 and 3 to the Acquisition of Land Act 1981, provide

that mineral interests are excluded from the land to be acquired. Full consideration will be given to the appropriateness of inclusion of the Mining Code during the development of the CPO and will be reported to Cabinet when powers to make the CPO are sought.

46. 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.
47. The SRO may authorise the stopping-up, amendment, diversion, improvement and creation of new lengths of highway or reclassification of existing highways, as appropriate and necessary, and the CPO may include land that is required to enable the works authorised by the SRO to be carried out. To the extent that the works under the SRO require third party land, the SRO gives authority to the CPO and the CPO cannot, therefore, be made without the SRO having first been made (i.e., sealed and executed by the Council).
48. In addition, the SRO may make provision for the stopping-up and (where appropriate) re-provision of private means of access to premises and agricultural land. The CPO may make provision for the acquisition of land and new rights to enable new, replacement private means of access pursuant to the CPO, to be provided as part of the Project.
49. 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.
50. There may also be a requirement for both permanent and temporary traffic regulation orders (TROs) to enable the Project works; however, Cabinet approval is not required to implement these.

Requests for Information

51. In order to pursue a compulsory purchase order, 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 Project. The Council has engaged land referencing specialists to undertake this work, which feeds into the Order Map and Order Schedule.
52. 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).

53. 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

54. 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.

55. 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.

56. 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.

57. 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

58. The resource requirements to successfully deliver the Project will come from existing project and technical management functions, primarily within the Growth and Economy Directorate. This will be supported by other disciplines from across the Council and specialist consultants as the need arises.
59. Specialist legal advisors are already engaged to provide support to the CPO process and other such statutory processes to limit the potential for future challenge to an absolute minimum.
60. The forecast Council staffing costs of the Project and technical management to completion are contained within the total budget quoted within this report.

Equality & Inclusion Implications

61. The equalities implications of the Project will be assessed robustly through the design development stages of the Project. 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 design development of the Project.
62. 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.
63. 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 (WCHAR) 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 Project through the provision of suitable crossing facilities and segregated routes of a high standard along all of the Project. 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 Project.

Sustainability Implications

64. The Project proposals alongside the other complimentary Bicester projects described earlier in the section entitled '*Corporate Policies and Priorities*' are designed to promote sustainable modes of travel (walking, cycling and using public transport) for in and out of Bicester. This would help in reducing traffic congestion hence carbon emissions and in improving air quality.
65. The Project design has also been developed to offset any bio-diversity net loss and provision of improved environment and habitat for wildlife.
66. During the next stages of Project delivery there will be specific sustainability targets imposed on the design works such as achieving Civil Engineering Environmental Quality Assessment and Awards Scheme (CEEQUAL) 'Very Good' status; and on construction works the build contractor will be required to prepare a Site Waste Management Plan highlighting re-use of materials and appropriate method/s of disposal of unwanted materials to protect the environment.

Risk Management

67. All key issues and risks affecting the delivery of the works programmes are escalated through the capital governance process to ensure that impact on the Council is considered and managed.
68. COVID-19 currently poses an unquantifiable risk to the Project's future delivery programme and funding. COVID-19 impacts will be closely monitored and implications on the project and wider programme reported.

Consultations

69. Consultation with Local Council Members, Stakeholders, Business' and the Public began in March 2021 and continued through the development of the scheme and within the determination period. The public consultation period was held between 19th March 2021 to 9th April 2021, during this period 495 consultation responses were received. Separate engagement meetings were also held with Council Members and Key Stakeholders in March 2021, June 2021 and following the submission of the Planning Application in August 2021 and September 2021 with changes made to the scheme to accommodate for recommendations made.
70. There is a detailed communications and engagement plan in place for the Project. The purpose of this is to ensure consistency of approach to sharing project information.

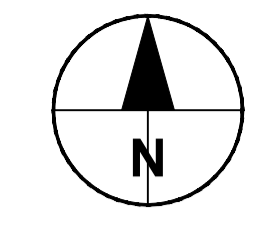
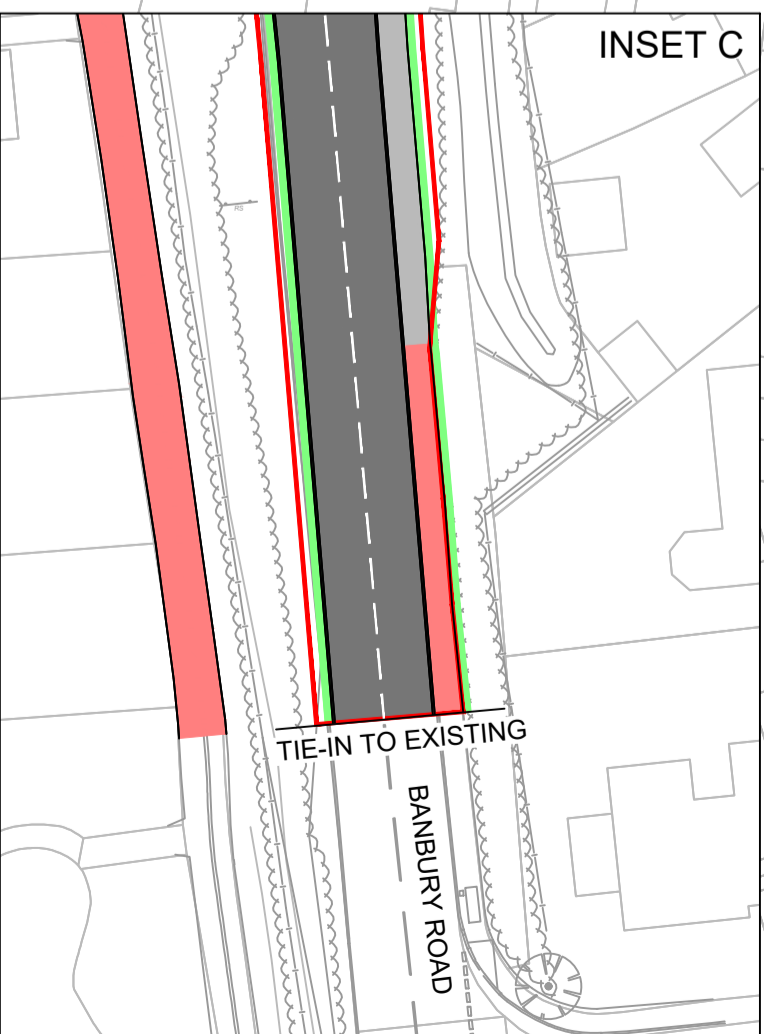
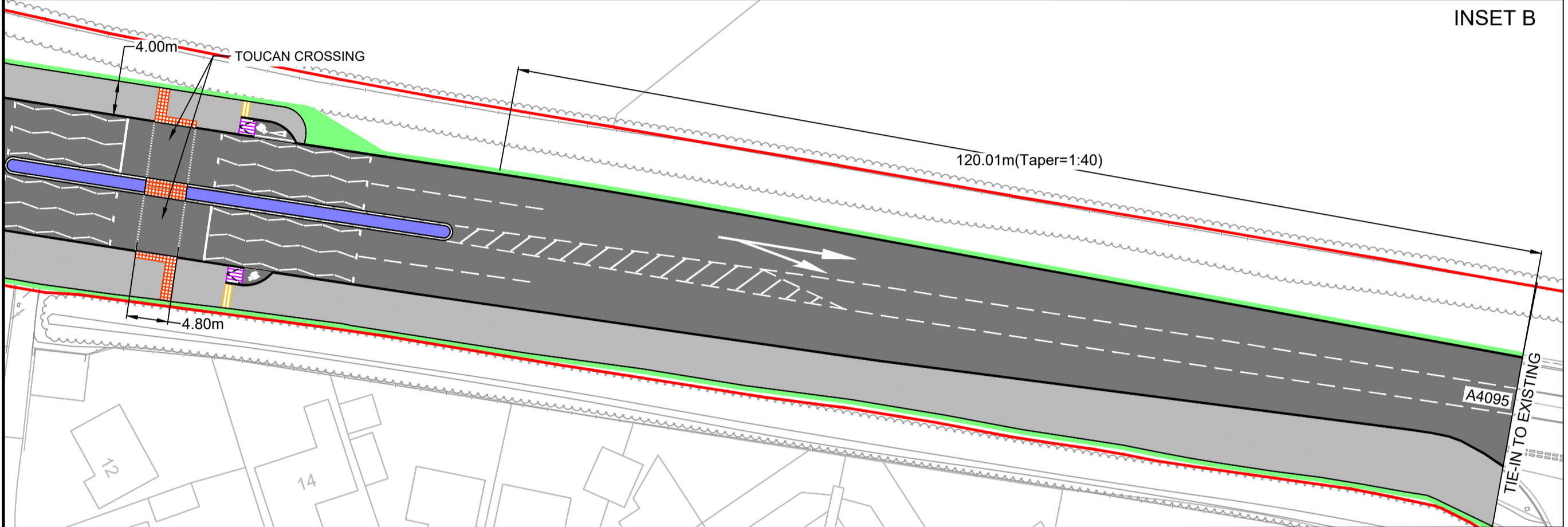
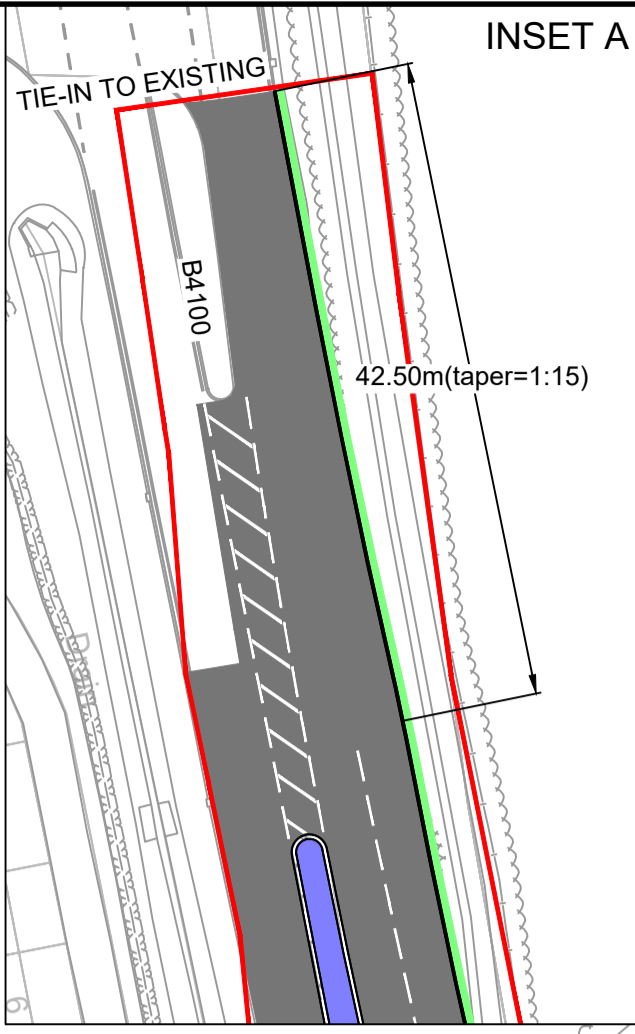
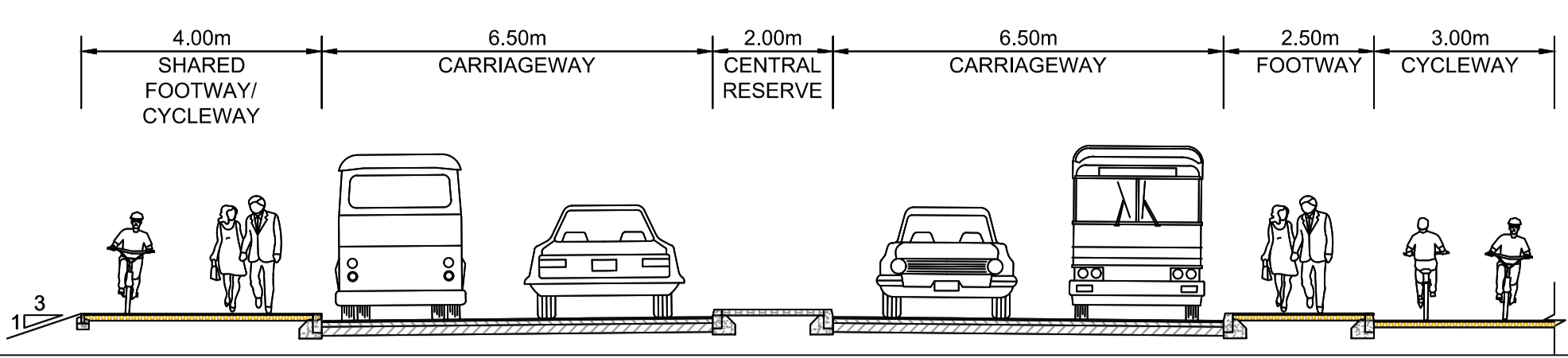
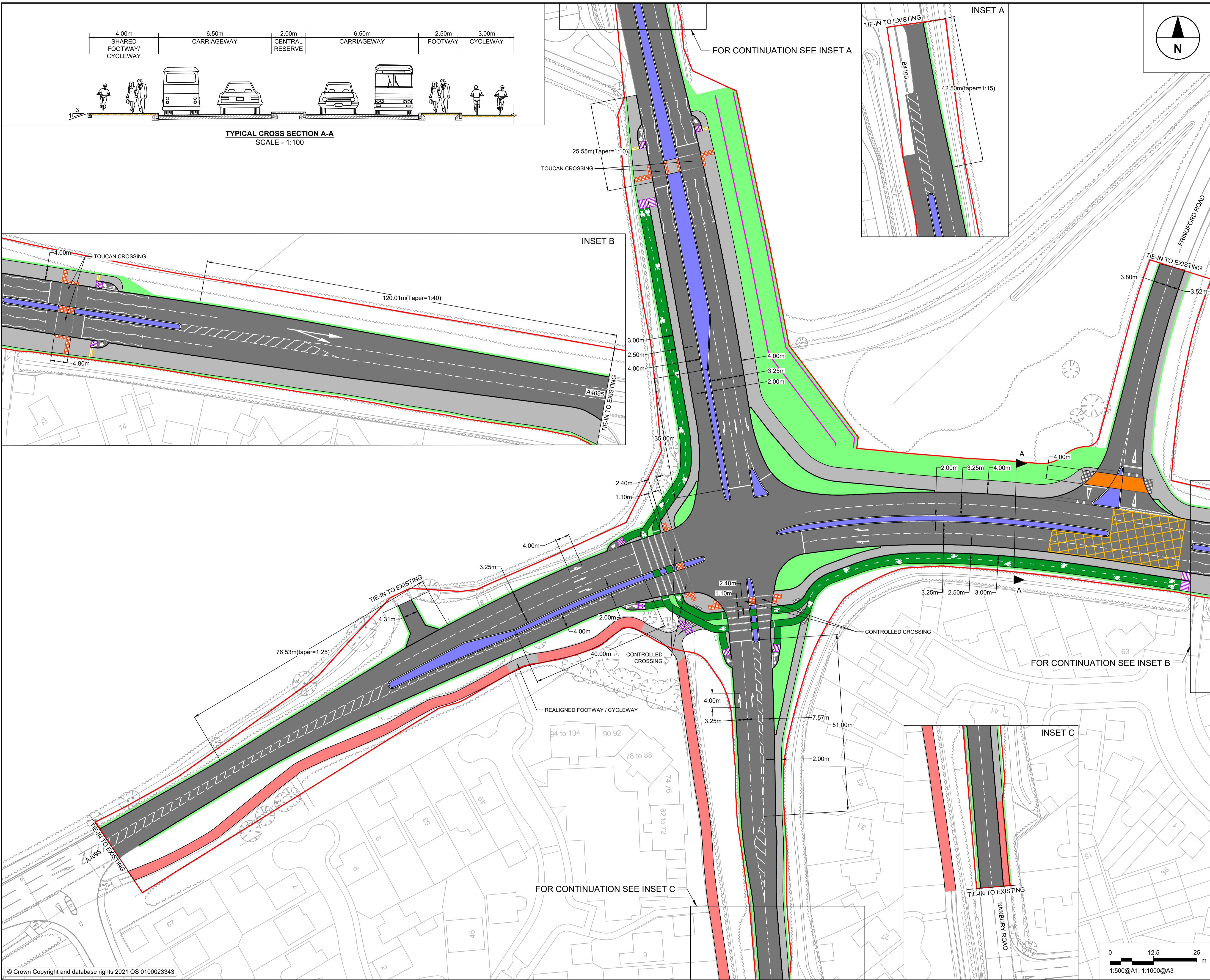
71. There is a clear understanding of the importance of continuing to develop this communications and engagement plan, strengthening relationships with all stakeholders in the process.

Bill Cotton
Corporate Director for Environment and Place

Annexes: Annex A – Hybrid design option
 Annex B – Option Assessment Report (OAR)

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October 2021



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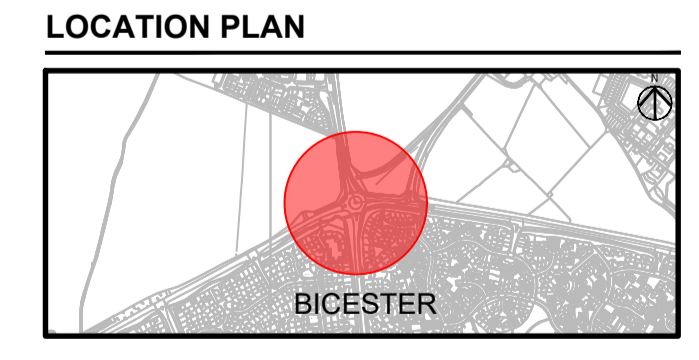
KEY

- PROPOSED CARRIAGEWAY AND RESURFACING
- INDICATIVE PROPOSED ROAD MARKINGS
- PROPOSED FOOTWAY / SHARED PATH
- PROPOSED UN-TRAFFICKED HARDSTANDING
- PROPOSED VERGE / LANDSCAPING
- EXISTING SHARED FOOTWAY / CYCLEWAY
- PROPOSED CYCLEWAY
- PROPOSED RAISED TABLE
- PROPOSED RED BLISTER TACTILE CONTROLLED CROSSING
- PROPOSED CONTRASTING COLOUR BLISTER TACTILE UN-CONTROLLED CROSSING
- PROPOSED CONTRASTING COLOUR CYCLE TRACK / FOOTWAY TACTILE
- PROPOSED CONTRASTING COLOUR CORDUROY HAZARD TACTILE

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A4095 / B4100 Banbury Road Roundabout Improvements

Option Assessment Report (OAR)

Oxfordshire County Council

Project number: 60650764

June 2021

Quality information

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1 Introduction

1.1 Background

- 1.1.1 AECOM has been commissioned by Oxfordshire County Council (OCC) to provide advice, design and planning services in connection with the A4095 / B4100 Banbury Road Roundabout Improvements Scheme (the Scheme) in Bicester.
- 1.1.2 The commissioned services include:
- The development of transport improvement options;
 - An assessment of options and identification of a preferred option;
 - Preliminary design of the preferred option, including scheme cost estimate; and
 - Preparation of the planning application for the project.
- 1.1.3 Bicester town is located in the district of Cherwell. Bicester is a historic market centre located approximately 15 miles northeast of Oxford in Oxfordshire, with a population of 32,642 as per the 2011 Census. It is one of the fastest growing towns in Oxfordshire and forms part of the Oxfordshire Knowledge Spine (Science Vale – Oxford – Bicester), which is seen as a key driver for growth in Oxfordshire Local Enterprise Partnership's Strategic Economic Plan. In 2009, Bicester was nominated as one of four Eco Towns in the UK, and in 2014, it was awarded Garden Town status.
- 1.1.4 Oxfordshire has committed to the delivery of 100,000 new homes between 2011 and 2031¹, 10,129 of which are allocated in Bicester, including the delivery of 138.5 ha of employment land² in the town. To deliver the growth targets in Bicester, the Cherwell District Local Plan (2011-2031) identifies a number of Strategic Development Sites across the town, including the North West Bicester Eco-Town, a zero carbon mixed use development expected to deliver 6,000 homes and at least 4,600 jobs. The North West Bicester development is located in the northwest of Bicester and is connected to the A4095 / B4100 Banbury Road roundabout. Figure 1 shows the location of the roundabout and the North West Bicester development site.
- 1.1.5 Previous modelling undertaken for North West Bicester has forecast a significant increase in the number of trips as a result of the development, which is likely to cause congestion and capacity issues in the nearby transport network, including at the A4095 / B4100 Banbury Road roundabout³. Without intervention, there are likely to be significant negative impacts on the highway network at and around the roundabout, which would have wider negative impacts, for example on journey times, emission levels and attractiveness for investment.

¹ Oxfordshire County Council Local Transport Plan 4 (https://mycouncil.oxfordshire.gov.uk/documents/s33704/Background%20CA_JUN2816R07%20Connecting%20Oxfordshire%20vol%201%20-%20Policy%20and%20Overall%20Strategy.pdf)

² Cherwell District Council Local Plan 2011-2031 (<https://www.cherwell.gov.uk/downloads/download/45/adopted-cherwell-local-plan-2011-2031-part-1-incorporating-policy-bicester-13-re-adopted-on-19-december-2016>)

³ NW Bicester Application 1: Land North of the Railway Line Transport Assessment (Hyder Consulting UK Limited-2212959)

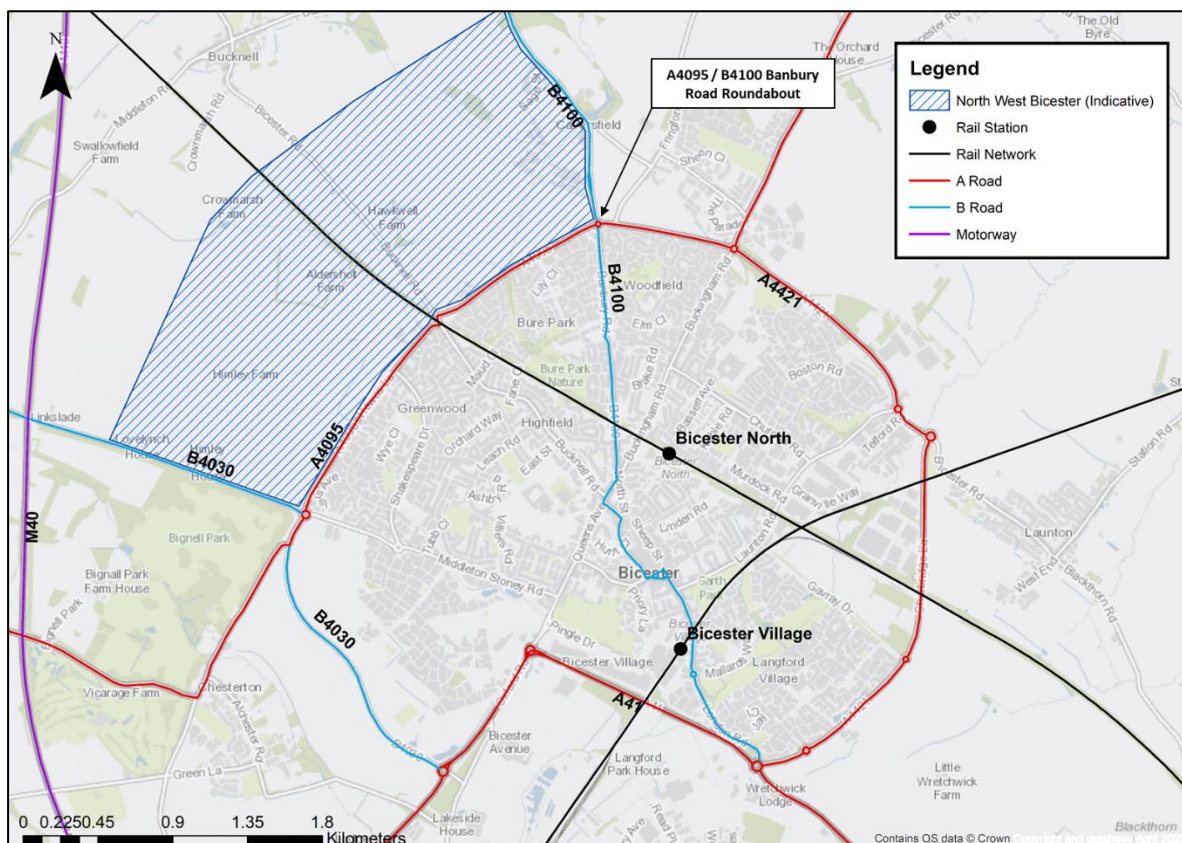


Figure 1. A4095 / B4100 Banbury Road Roundabout Location

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1.2 Report Purpose

1.2.1 This Option Assessment Report follows the DfT Transport Appraisal Guidance (TAG), as illustrated in DfT’s Transport Appraisal Process (TAP) (Figure 2). It provides a summary of steps one to seven in Stage 1 of the appraisal process – Option Development – including the review and summary of the work to date.

1.2.2 In this way, this report documents the option generation and appraisal process for the Scheme, including the selection of a preferred option. By adhering to TAG a robust and transparent evidence base is developed so that the right option is identified, with the best chance of ensuring that the project objectives will be met. To inform the option appraisal process, this report:

- Sets out the study context;
- Discusses the current and future conditions, and objectives for the project;
- Provides details of the approach to option generation and appraisal; and
- Summarises the results of the option appraisal.

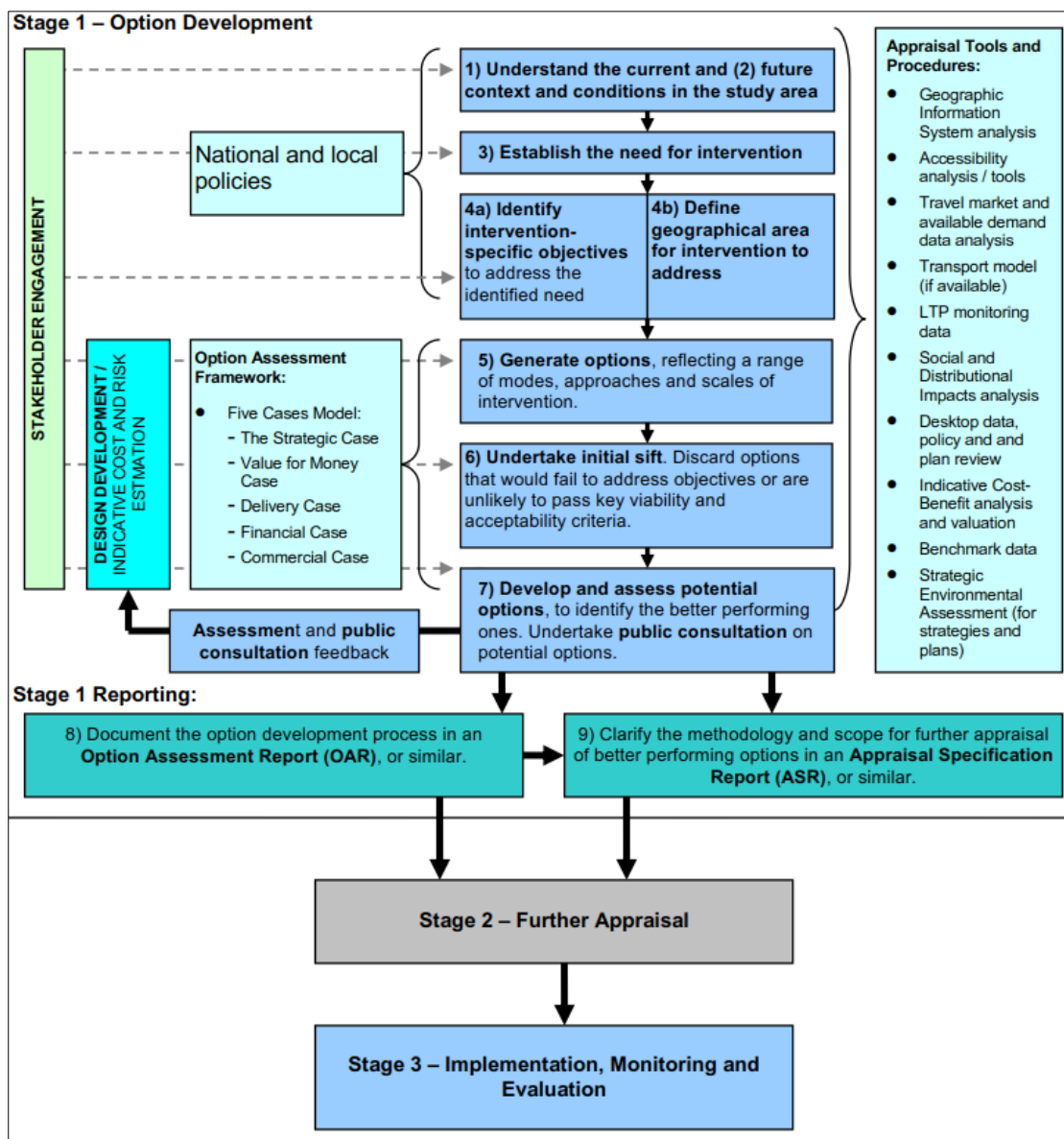


Figure 2. DfT’s Transport Appraisal Process

Source: Transport Appraisal Process (DfT, 2018)

1.3 Report Structure

1.3.1 Following this introductory chapter, this report is structured as follows:

- Chapter 2: Policy Context;
- Chapter 3: Current and Future Context;
- Chapter 4: Development of Project Objectives;
- Chapter 5: Option Development and Sifting; and
- Chapter 6: Conclusion.

2 Policy Context

2.1 Introduction

2.1.1 A review of relevant national, regional and local policies (Table 1) was undertaken to understand policy direction and goals, and how these inform the nature of intervention that could be considered. This review has informed the development of the project objectives (see Chapter 4). These objectives will be important appraising options, as well as becoming a key component against which the final proposed solution will be appraised and, following implementation, evaluated.

Table 1. Key Reviewed Policy Documents

National		
National Planning Policy Framework, Ministry of Housing, Communities & Local Government	National Infrastructure Strategy, HM Treasury	Industrial Strategy White Paper, Department for Business, Energy & Industrial Strategy
Transport Investment Strategy, Department for Transport	Gear Change: A bold vision for cycling and walking report; A Better Deal for Bus Users, Department for Transport	Housing White Paper – Fixing Our Broken Housing Market, Department for Communities and Local Growth
Regional		
Strategic Economic Plan for Oxfordshire 2016, Oxfordshire Local Enterprise Partnership	Connecting Oxfordshire: Local Transport Plan 2015-2031, Oxfordshire County Council	Oxfordshire Infrastructure Strategy, Oxfordshire County Council
Oxfordshire Local Industrial Strategy, Oxfordshire County Council	Oxfordshire Investment Plan, Oxfordshire County Council	Oxfordshire's Housing and Growth Deal, Oxfordshire County Council
Local		
Bicester Area Transport Strategy, Oxfordshire County Council	Active and Healthy Travel Strategy; Bicester Local Cycling and Walking Infrastructure Plan, Oxfordshire County Council	Cherwell District Council Local Plan 2011-2031; Infrastructure Delivery Plan, Cherwell District Council
Bicester Movement Study; Eco Bicester One Shared Vision, Oxfordshire County Council	Bicester Healthy New Town Programme; Bicester Sustainable Transport Strategy, Cherwell District Council	North West Bicester Supplementary Planning Document; Sustainable Transport Strategy, Cherwell District Council

2.1.2 The impact of restrictions on the functioning of society in response to COVID-19 has led to significant changes in travel patterns, public transport usage, active travel mode share, and lockdowns have created significant impacts on economies and communities. Some of these changes and impacts could be short term but others may have long term effects on travel demand and patterns. Policy is changing and will change to address the economic and socio-economic impacts arising from COVID-19. Recent policies and literature published during the COVID-19 pandemic have been reviewed and their relevance considered to the BRRI scheme, such as the DfT's Gear Change: A bold vision for cycling and walking report (2020).

2.2 National Policies

- 2.2.1 At a national level, Government policy endeavours to balance the need to deliver economic growth for a growing population, increased housing demand and increasingly congested transport networks with a longer-term vision of a sustainable and carbon neutral economy, which makes better use of available capacity and technology. These are reflected in the National Planning Policy Framework (NPPF), National Infrastructure Strategy, Industrial Strategy White Paper, the Housing White Paper, and the DfT's Transport Investment Strategy.
- 2.2.2 The **NPPF** (2012) seeks to promote sustainable transport and 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.
- 2.2.3 The **National Infrastructure Strategy** (2020) presents the government's approach to levelling up the country through a radical improvement in the quality of the UK's infrastructure. The Strategy aims to boost growth and productivity across the whole of the UK, decarbonise the economy, support private investment in infrastructure, and accelerate and improve delivery. Improvements to the transport network are recognised as vital in achieving these aims.
- 2.2.4 The **Industrial Strategy** (2017) states that the availability of high-quality infrastructure is essential for continued growth and prosperity. The Strategy's vision for a transformed economy is centred around productivity, and infrastructure is identified as one of the five foundations of this.
- 2.2.5 The **Housing White Paper – Fixing Our Broken Housing Market** (2017) sets out initiatives that strive to reach a step-change in housing supply in England. There are four key proposals contained within the housing strategy:
- Planning for the right homes in the right places;
 - Building homes faster;
 - Diversifying the market; and
 - Helping people now.
- 2.2.6 The role of transport in supporting local growth is highlighted in the DfT's **Transport Investment Strategy – Moving Britain Ahead** (2017), which states that transport investment must seek to create a better and more reliable transport network in order to build a stronger, more balanced economy, enhance productivity and respond to local growth priorities. Its objectives are to:
- Create a more reliable, less congested, and better-connected transport network that works for the users who rely on it;
 - Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;
 - Enhance the global competitiveness by making Britain a more attractive place to trade and invest; and
 - Support the creation of new housing (the Housing White Paper recognises transport infrastructure as one of the keys to unlocking development and delivering places where people want to live).
- 2.2.7 The **Gear Change: A bold vision for cycling and walking report** (2020) aims to see a step-change in cycling and walking in the coming years. The report notes that increasing cycling and walking can help tackle some of the most challenging issues faced by society: improving air quality, combatting climate change, improving health

and wellbeing, addressing inequalities and tackling congestion. This will help create better connected, healthier and more sustainable communities. This document is accompanied by the DfT's new 'Cycle Infrastructure Design: Local Transport Note 1/20'. Whilst the 'Gear change' sets out the DfT's aims and vision for the future, the Cycling infrastructure design standard LTN 1/20 provides the practical advice to achieving the stated policy aims. The main shift between LTN 1/20 and previous design guidance is the establishment of core design principles (20 design principles). This is especially pertinent in light of the COVID-19 restrictions and its future impacts on travel pattern (which has profoundly affected the way individuals live, work and travel and increased the desire to be more active). The BRR scheme design will refer to these design principles.

2.2.8 **A Better Deal for Bus Users**⁴ (2020) highlights the key role which bus plays in the transport system and sets aside £220 million to provide bus services which meet the needs and demands of the public. As part of this, bus priority is identified as a key tool to improve bus services. All new road investments in England which receive central government funding will now be required to either support bus priority measures or explain why bus priority is not necessary. There will be further support for local authorities to ensure they have the information they need to effectively prioritise buses.

2.3 Regional Policies

2.3.1 Oxfordshire Local Enterprise Partnership's (OxLEP's) **Strategic Economic Plan** (SEP) for Oxfordshire (2016) sets out a vision for Oxfordshire to be a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise and research excellence. Whilst being strong in many areas, including innovation, enterprise and research, the county has challenges such as the lack of affordable housing, increasing levels of congestion, the need for greater resilience in transport networks, and improvements to sustainability and inclusion. The SEP is clear that the overall priority for Oxfordshire's places is to plan simultaneously for both jobs and housing growth, putting in place the infrastructure required for both, whilst also protecting and where possible enhancing environmental quality and social inclusion. These priorities are consistent with central Government policy and the objectives set out in the DfT Transport Investment Strategy but adapted to suit Oxfordshire's own socio-economic and environmental challenges.

2.3.2 In terms of connectivity, the SEP sets out key actions, a number of which are relevant to the BRR scheme, in particular:

- Support for the implementation of the Oxfordshire Local Transport Plan 2015-2031 to address congestion and to identify ways to avoid exacerbating existing problems due to growth;
- Ensure, through the planning process, that connectivity improvements are linked to the scale and location of planned growth; and
- Implement the Oxfordshire Active and Healthy Travel Strategy.

2.3.3 OxLEP has also produced the **Oxfordshire Local Industrial Strategy** (LIS, 2019) and accompanying Oxfordshire Investment Plan. The LIS responds to the government's UK Industrial Strategy and sets out a bold and ambitious vision for Oxfordshire to be one of the top three global innovation systems by 2040. The LIS aims to deliver clean and sustainable transformative growth across Oxfordshire, through focussing on

⁴ A Better Deal for Bus Users (<https://www.gov.uk/government/publications/a-better-deal-for-bus-users/a-better-deal-for-bus-users>, 2020)

innovation, people (including an Oxfordshire Social Contract with investment in skills) and improvements to the physical, digital, financial, knowledge and social infrastructure. The **Oxfordshire Investment Plan** (LIP, 2020) takes forward the ambitions set out in the LIS, translating policy ideas and commitments to a transformational programme for action and delivery. North West Bicester Eco-Town is considered a key housing development in both of these documents, which will contribute to addressing some of the 'grand challenges' in the County, specifically relating to growing the data driven economy, shifting towards clean growth, shaping the future of mobility, and meeting the needs of an ageing society.

- 2.3.4 The **Oxfordshire's Housing and Growth Deal**⁵ (2018) is an agreement between the national government and the Oxfordshire area councils (Cherwell District Council; Oxford City Council; Oxfordshire County Council; South Oxfordshire District Council; Vale of White Horse District Council; West Oxfordshire District Council) and the Local Enterprise Partnership (OxLEP) to plan and support the delivery of 100,000 new homes between 2011 and 2031. The Scheme supports this ambition by unlocking Local Plan housing growth, which contributes to the Oxfordshire Housing and Growth Deal.
- 2.3.5 The **Oxfordshire Infrastructure Strategy** (OXIS, 2017) recognises Bicester as part of Knowledge Spine North, one of the Growth Corridors in Oxfordshire with key strategic sites along it, including North West Bicester. The OXIS highlights infrastructure requirements to 2040 and identifies the need to provide a cycle corridor which connects North West Bicester with the town centre.
- 2.3.6 The **Connecting Oxfordshire Local Transport Plan 4** (LTP4, 2016), is the overarching local plan for transport in Oxfordshire. The LTP4 sets out three overarching goals for transport up to 2031, including:
- To support jobs and housing growth and economic vitality;
 - To reduce emissions, enhance air quality and support the transition to a low carbon economy; and
 - To protect and enhance Oxfordshire's environment and improve quality of life (including public health, safety and individual wellbeing).
- 2.3.7 Road safety is a key concern in the LTP4, with two policies – Policy 30 and 31 – concerned with identifying accident hot spots, proposing solutions to prevent accidents, and working with partners to support road safety campaigns and programmes.
- 2.3.8 The LTP4 is part of the Connecting Oxfordshire series of documents which includes the Science Transit Strategy, Rail Strategy, Bus and Rapid Transit Strategy, the Active & Healthy Travel Strategy and the Bicester Area Transport Strategy, the latter two which are discussed further below. LTP5 is currently being developed and further work will also be undertaken to review and update the Bicester Area Transport Strategy.

2.4 Local Policies

- 2.4.1 The **Bicester Area Transport Strategy** (2016) sets out OCC's transport vision and strategy up to 2031 for the Bicester area as part of the LTP4. Improved access to the strategic road network, as well as making it easier for people to travel between homes

⁵ Oxfordshire Housing and Growth Deal (2018, <https://www.gov.uk/government/publications/oxfordshire-housing-deal>)

and jobs, is seen as critically important to accommodate the future growth in Bicester. To achieve this, the Strategy identifies the following strategic aims:

- To increase highway capacity on the peripheral routes to make these attractive to employment and longer distance traffic and thereby reduce the strain on the town centre and central corridor;
- To implement a sustainable transport strategy within the town centre, enabling active and healthy travel options; and
- To accommodate proposed strategic rail initiatives.

2.4.2 To accommodate future growth, including the North West Bicester development, the Strategy supports improvements to the A4095 western peripheral corridor and specifically to the A4095 / B4100 roundabout junction.

2.4.3 The **Active and Healthy Travel Strategy** (2016) also builds on the LTP4 with the aim to '*contribute to reducing pressure on the road network, contribute to economic growth and the reduction of emissions, quality of life and health, and link active travel with bus and rail options by enabling sustainable door to door journeys combining cycling or walking with public transport*'. The strategy outlines that cycling alone cannot replace the car for long journeys but does state that the combination of cycling and public transport can create more door-to-door sustainable trips. There is also encouragement of walking and to prioritise funding available for the best value for money investments for walking and a commitment to provide a safer environment for cyclists.

2.4.4 **Cherwell District Council** adopted their **Local Plan (2011-2031)** in 2015, noting that it is underpinned by a general presumption in favour of sustainable development. The Local Plan envisions Cherwell District to be an area where all residents enjoy a good quality of life by 2031, an area which will be more prosperous than today and where people are happier, healthier and feel safer. To achieve this, the Local Plan outlines strategic objectives in line with the three themes of developing a sustainable local economy, building sustainable communities, and ensuring sustainable development. The strategic objectives revolve around facilitating economic growth, meeting housing needs, providing accessible and good quality services, facilities and infrastructure, adapting to climate change, reducing the dependency on private car, as well as protecting and enhancing the historic and natural environment.

2.4.5 The Local Plan highlights the importance of improving the road, rail and public transport links, particularly by implementing measures that manage road congestion, improves public transport and enables access to town centres and shops and services. As part of the Local Plan, the **Cherwell District Infrastructure Delivery Plan (IDP)** has been adopted which identifies the infrastructure which is needed to support future growth in Cherwell until 2031. Highway capacity improvements to the peripheral routes in Bicester, including improvements to A4095 Howes Lane / Lord's Lane, and a cycle route from North West Bicester along B4100 until the A4095 / B4100 junction are included in the IDP.

2.4.6 The A4095 Realignment scheme is a key scheme coming forward in Bicester. Phase 1 of the scheme involves the provision of two underpasses, one for motorised traffic and one for pedestrian and cyclists, to the railway line near the Howes Lane / Bucknell Road junction. This phase is expected to be completed in July 2021. Phase 2 of the scheme is currently under feasibility assessment and involves the realignment of Howes Lane between Middleton Stoney Road roundabout to approximately 500 metres from the A4095 / B4100 Banbury Road roundabout, including segregated provision for pedestrians and cyclists. This phase is expected to be completed in 2024.

2.4.7 The Local Plan contains several policies which are related to the BRRI scheme:

- The Local Plan's Policy SLE 4 states that the Council will support transport proposals in Bicester in accordance with the Local Transport Plan and Bicester Movement Study, including improvements at the A4095 / B4100 roundabout junction, to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth;
- In determining measures to improve transport and connections, the Local Plan states that encouragement will be given to solutions which support reductions in greenhouse gas emission and reduce congestion;
- The Local Plan recognises that the town of Bicester experiences congestion hot spots in peak hours. To address transport challenges in Bicester, the Council commits to delivering new strategic highways improvements, including on peripheral routes, improve the connectivity and attractiveness of the active travel network across Bicester, and encourage a shift to more sustainable travel; and
- North West Bicester Eco-Town: a new zero carbon mixed used development, including 6,000 homes, will be developed on land at North West Bicester. The Local Plan's Policy Bicester 1 identifies that improvements are needed to A4095 to facilitate integration of the new development with the town.

2.4.8 The Local Plan seeks to provide for at least 22,840 new homes across the District and identifies several Strategic Development Sites, 13 of which are in Bicester (Figure 3). The main strategic development sites in Bicester include:

- Bicester 1 – North West Bicester Eco-Town: a zero carbon mixed use development including 6,000 homes and 10 ha of employment area. It is expected that 3,293 homes and at least 3,000 jobs will be created by 2031;
- Bicester 2 – Graven Hill: mixed used development of 2,100 dwellings and 26 ha employment area, creating approximately 2,000 jobs;
- Bicester 3 – South West Bicester Phase 2: the second phase of the South West Bicester urban extension (known as Kingsmere) is expected to add an additional 726 homes at the site;
- Bicester 4 – Bicester Business Park: a 29.5 ha site to the south west of Bicester which is allocated to create up to 6,000 jobs of the B1 use class (office);
- Bicester 10 – Bicester Gateway: 18 ha of knowledge economy employment development to the south of Wyvale Garden Centre, creating approximately 3,500 jobs;
- Bicester 11 – Employment Land at North East Bicester: creation of approximately 1,000 jobs on 15 ha area of land to the northeast of Bicester;
- Bicester 12 – South East Bicester: mixed use site for employment and residential development, creating approximately 3,000 jobs and 1,500 homes; and
- Bicester 13 – Gavray Drive: housing site to the east of Bicester town centre, allocated to create 300 dwellings.

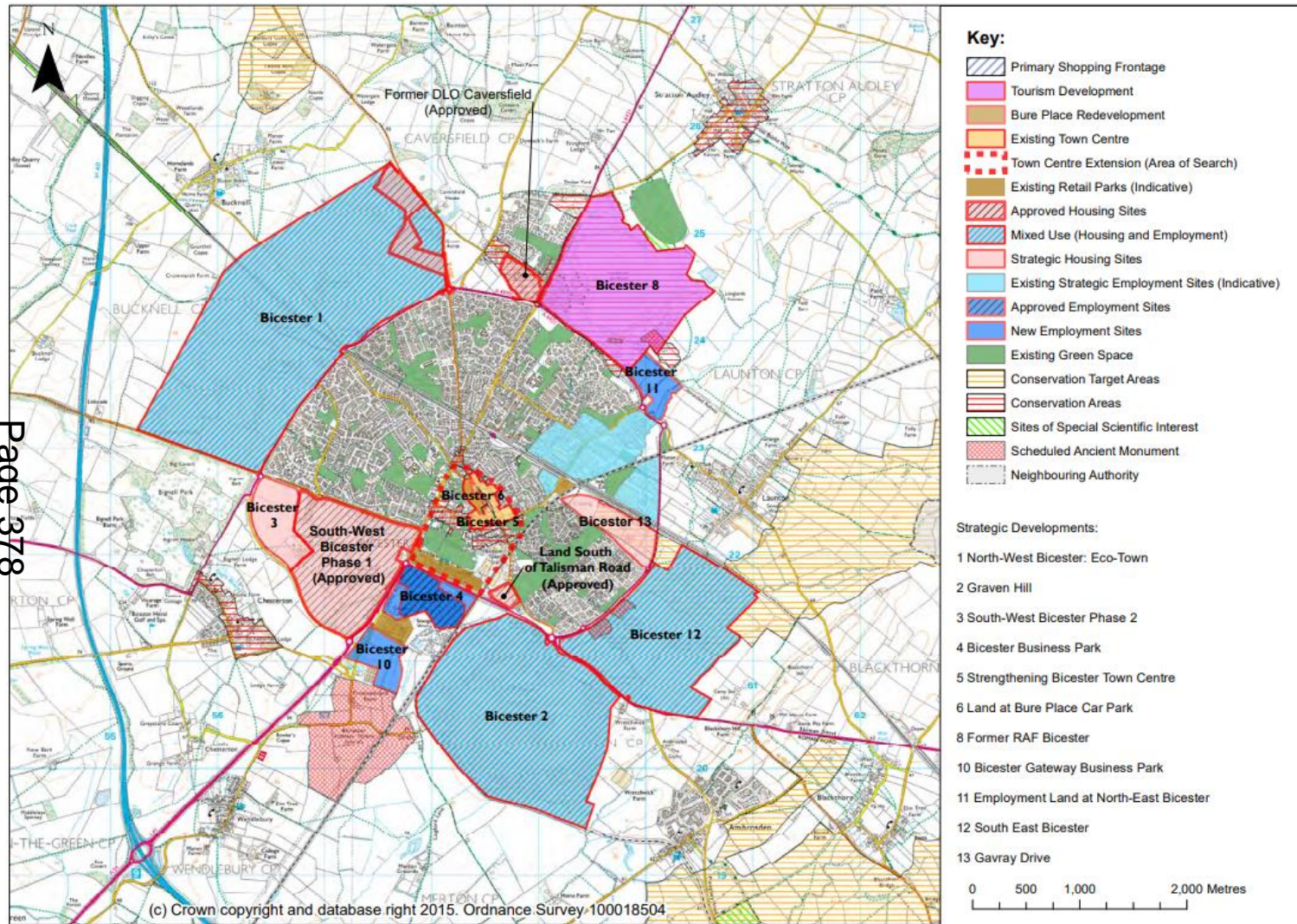


Figure 3. Cherwell District Local Plan – Bicester Development Allocations

Source: Cherwell District Council Local Plan (2011-2031)

- 2.4.9 The **Bicester Sustainable Transport Strategy**⁶ (2015) sets out the strategy for how to meet the growing demand for travel as a result of the planned expansion of Bicester. It draws on the vision for transport in the **Eco Bicester One Shared Vision** (discussed below), aiming to create a transport infrastructure network and transport services that encourages walking and cycling as the first choice for travel within Bicester and through this, and the resulting modal split, to become an exemplar of sustainable movement in the UK. A key target of the Strategy is to double sustainable transport trips within Bicester from around 15,000 in 2015 to 30,000 trips per day in 2031. To achieve this, the Strategy presents measures which will re-balance the priority given to different transport modes, specifically giving more priority to sustainable modes. A range of measures are proposed, including walking and cycling improvements, rail and bus improvements, parking amendments, electric vehicle initiatives, and smarter choice measures.
- 2.4.10 The **Bicester Local Cycling and Walking Infrastructure Plan**⁷ (LCWIP) (2020) is a 10-year plan to improve and increase cycling and walking in the town between 2020 and 2031. It has been developed by Oxfordshire County Council and will form part of Oxfordshire's forthcoming **Local Transport and Connectivity Plan**. The LCWIP sets out the policies and measures to plan for at least a 200% increase in cycling trips and a 50% increase in walking trips within Bicester by 2031. This goal is considered essential to meet, however the LCWIP also sets out more ambitious targets and proposed measures that would require greater levels of commitment, both politically and from the public. In this way, the LCWIP plans for three scenarios in terms of active travel commitment: Comprehensive (Category C), Brave (Category B), and Ambitious (Category A). Key proposed measures under Category C include filling in gaps in the cycle network, introducing 20 mph speed limits in all residential areas and along some radial routes, and improving safety along the Central Corridor. The Plan focuses particularly on internal trips within Bicester, including trips to nearby villages, such as Caversfield, Launton, and Ambrosden.
- 2.4.11 The **Bicester Movement Study** (2013) reviewed the current and future transport conditions in Bicester and recommended measures to manage expected growth up to 2031, thereby supporting the development of the Bicester Masterplan. The Study identifies that the nature of the A4095 western peripheral route is expected to change with the opening of the south-west link road and the introduction of North West Bicester Eco-Town, predicting a greater potential for delays at junctions and crossings. The **Bicester Masterplan**, as set out in the **Eco Bicester One Shared Vision**⁸ (2010), provides the framework for development in Bicester and envisions Bicester to become a more sustainable and pleasant place to live, work and visit. Transitioning to a low carbon community, attracting investment, improving transport, health and leisure choices, and ensuring that infrastructure is managed in an environmentally sustainable way are considered key to achieving the vision. To promote sustainable travel, the Masterplan states that priority should be given to walking, cycling and public transport where possible.

⁶ Bicester Sustainable Transport Strategy (Cherwell District Council, 2015)

<https://www.cherwell.gov.uk/downloads/download/313/bicester-sustainability-transport-strategy-volume-1-oct-2015>

⁷ Bicester LCWIP (OCC, 2020)

[https://mycouncil.oxfordshire.gov.uk/\(S\(0aadvdbzab10whnucsifgk2f\)\)/ieDecisionDetails.aspx?Id=8440](https://mycouncil.oxfordshire.gov.uk/(S(0aadvdbzab10whnucsifgk2f))/ieDecisionDetails.aspx?Id=8440)

⁸ Eco Bicester One Shared Vision (<https://mycouncil.oxfordshire.gov.uk/documents/s4453/Annex%201.pdf>)

- 2.4.12 The **Healthy New Town Programme**⁹ in Bicester aims to '*create a healthy community by making it easy, attractive and affordable for people of all ages to live healthy, sustainable lifestyles and to replicate the learning elsewhere*'. Cherwell District Council is the lead organisation of the programme and by working closely with partners, including schools, businesses, health and care providers, housing developers and academic partners, the programme promotes four workstreams of activities to enable healthy change: built environment, new models of care, community activation, and evaluation. Walking and cycling initiatives across Bicester are included in the programme.
- 2.4.13 The **North West Bicester Supplementary Planning Document** (2016) sets out the framework and masterplan for the North West Bicester development and will guide forthcoming planning applications. The vision for North West Bicester is to create a new landscape led community which integrates sustainable living and infrastructure with the existing historic town and communities. It is expected that the proposals will take at least 20 years to complete, and that they will help trigger the transition to a low carbon community across Bicester.
- 2.4.14 Sustainability and connectivity are guiding principles for the North West Bicester development, recognised in the **Sustainable Transport Strategy** for the site. The Strategy draws on best practice from the UK and Europe to inform a Strategy in which promoting active travel and bus use is prioritised. Figure 4 shows the access and movement framework for North West Bicester, highlighting the proposed transport routes for accessing key services at the site, including pedestrian and cyclist routes and bus routes. Sustainability is further embraced in the mode share targets for the development. The masterplan¹⁰ sets the target of achieving an overall modal share of at least 50% of trips to be undertaken by sustainable modes, such as walking, cycling and bus. In addition, at least 35% of trips should be contained within North West Bicester, with 60% of trips to be within Bicester as a whole.
- 2.4.15 As a result of the North West Bicester development and the A4095 Realignment scheme, the nature of the A4095 is expected to change into a more residential urban environment in the future, for example through a reduction in speeds. However, despite the ambitious mode share targets in favour of sustainable travel, the North West Bicester development is expected to increase congestion across the nearby transport network, creating capacity issues at the A4095 / B4100 Banbury Road roundabout (see Section 3.3).

⁹ Bicester Healthy New Town Programme (<https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/demonstrator-sites/eco-bicester/#:~:text=The%20Healthy%20New%20Town%20Programme,health%20and%20to%20replicate%20the>)

¹⁰ North West Bicester Supplementary Planning Document (2016)

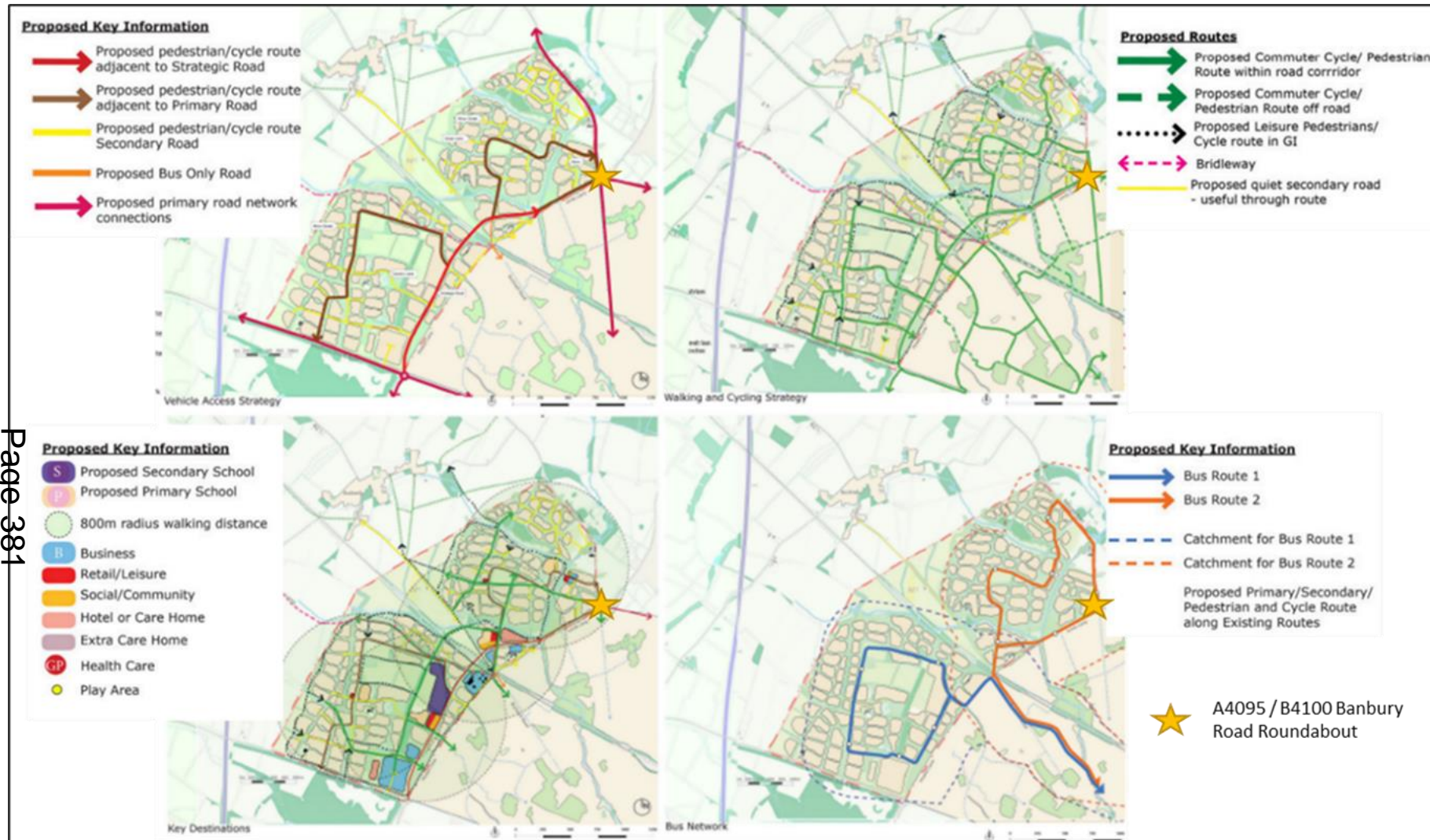


Figure 4. North West Bicester Masterplan – Access and Movement Framework

Source: North West Bicester Supplementary Planning Document (2016)

2.5 Summary

Relevance to the A4095 / B4100 Banbury Road Roundabout Improvement Scheme

Relevant policies relate to delivering homes and jobs, promoting sustainable travel, reducing congestion, improving air quality and health, and promoting road safety. Options considered as part of the Scheme development have taken these policy themes into account.

Overall, across the local, regional and national policies considered, there is expected to be good fit between policy and the Scheme. The Bicester Area Transport Strategy, a supporting document to Oxfordshire County Council's Local Transport Plan 4, states that improvements to the A4095 / B4100 roundabout junction are necessary to accommodate growth aspirations in Bicester, especially to facilitate the North West Bicester development. Cherwell District Council's Local Plan (2011-2031), and the associated Infrastructure Delivery Plan (IDP), include improvements to the A4095 Howes Lane / Lord's Lane as a critical project to deliver within the planning period. The IDP also lists a cycle route across the A4095 / B4100 roundabout junction as a necessary project to promote sustainable travel between North West Bicester and the town centre.

Promotion of active travel is a key policy objective across Bicester and at North West Bicester especially. The Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) sets the target of a 200% increase in cycling trips and a 50% increase in walking trips within Bicester by 2031, based on 2020 levels. Similarly, the North West Bicester Supplementary Planning Document, and the associated Sustainable Transport Strategy for the site, sets ambitious mode share targets, aiming to achieve for at least 50% of trips to be undertaken by sustainable modes, such as walking, cycling and bus use. By improving facilities for pedestrians and cyclists, the Scheme contributes to achieving these policy goals.

Going forward, the nature of the A4095 is expected to change. The A4095 Realignment scheme as well as the North West Bicester development are likely to change the character of the A4095, so it becomes a more urban and residential road, for example through a reduction in speed limits. The Scheme has been developed with the future vision of the A4095 in mind.

3 Current and Future Context

3.1 Introduction

3.1.1 This chapter reviews previous work conducted in order to identify key challenges in the study area, which would help develop the project objectives and, subsequently, a suitable scheme to meet those objectives. Initial work had been undertaken by OCC to develop an understanding of whether there is a need for intervention. Further analysis has been undertaken to build on this initial work, specifically in developing the project objectives and generating and appraising options that would be likely to meet the objectives.

3.2 Study Area

3.2.1 The study area for the Scheme contains the A4095 / B4100 Banbury Road roundabout and its immediate surroundings, as shown in Figure 5. This does not mean that potential impacts which occur outside this area have not been considered. Some interventions identified through the option generation and appraisal process provide linkages beyond this proposed study area and create benefits outside it, such as walking and cycling provision that connects to the wider town network. These potential impacts have been identified and assessed as part of the option appraisal process.

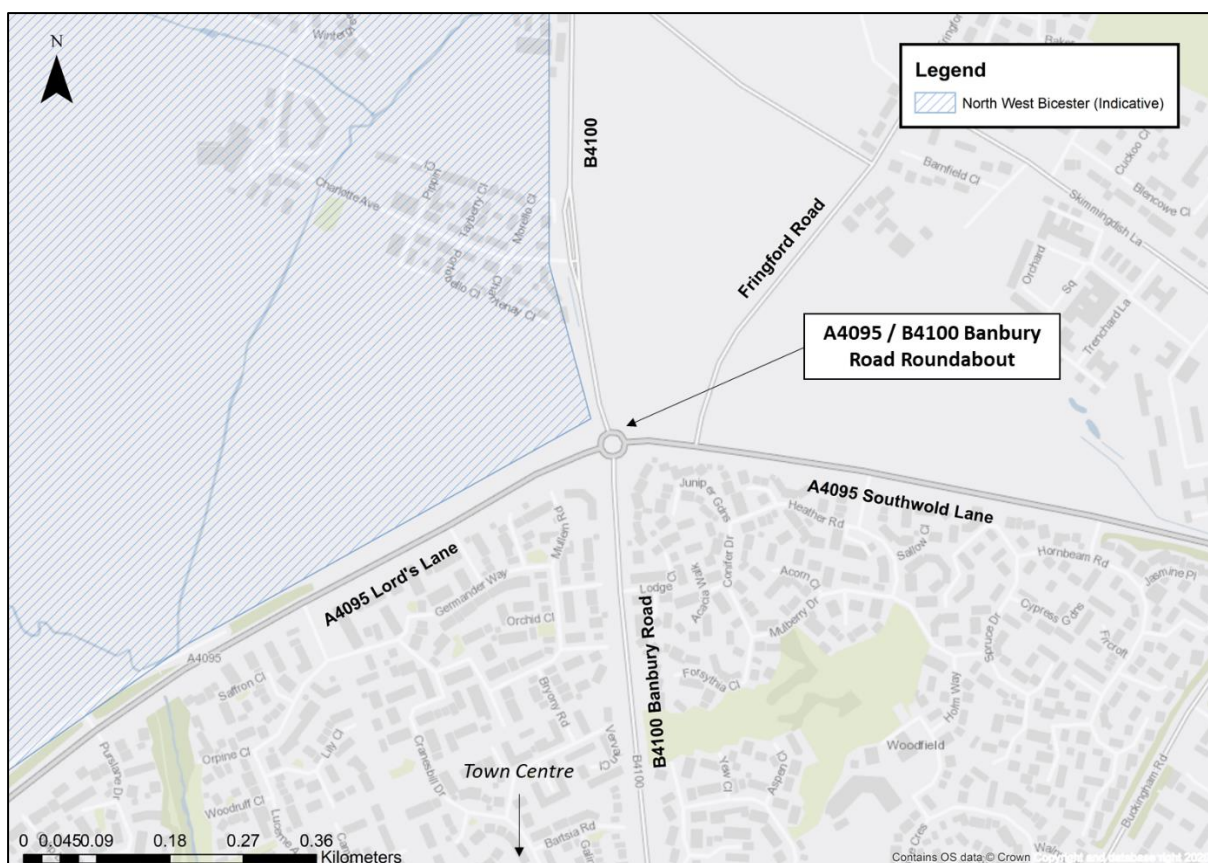


Figure 5. Study Area

Source: AECOM @ Crown copyright and database right 2021

3.3 Current and Future Conditions

3.3.1 As part of the initial stage of option development, it is important to understand the current and future context in the study area.

3.3.2 The local context and, where appropriate, current and future trends for the following are discussed in this section:

- Current socio-economic context;
- Future growth of Bicester (housing);
- Key existing transport provision and conditions
 - Highways and public transport infrastructure;
 - Cycle routes and public rights of way;
 - Travel patterns and modal share;
 - Traffic flows and congestion issues;
 - Collisions on the highway network; and
- Environmental conditions.

Socio-economic context

3.3.3 Selected socio-economic indicators are presented in Table 2. Cherwell district has a population of 150,500, constituting approximately 22% of Oxfordshire's population.

3.3.4 The district has higher levels of employment compared to the averages in Oxfordshire, the South East and England. The ratio of jobs to population (aged 16 to 64) is 1.02, which is significantly higher than the employment opportunities provided in the region and England as a whole.

3.3.5 While the proportion of the population with qualifications at NVQ4 (Honours degree equivalent) and above is slightly lower than the average in Oxfordshire, it is higher than the averages in the region and England.

3.3.6 Weekly pay in Cherwell is approximately 4% higher than the England average. However, house prices are approximately 12% higher than the England average, although lower than both the county and region averages.

Table 2. Socio-economic Metrics

Metrics*		Cherwell	Oxfordshire	South East	England
Population (2019)	All people	150,500	691,700	9,180,100	56,287,000
	Population aged 16-64	61.7%	62.5%	61.2%	62.4%
	Qualifications at NVQ4 and above	44.4%	50.9%	43.4%	40.0%
Employment (Jan – Dec 2019)	Economically active – in employment	86%	83.4%	79.5%	76%
	Economically active – unemployed	NA	1.1%	3.1%	4%
	Economic inactivity**	14%	15.7%	18%	20.8%
	Part time proportion	32.9%	32.3%	33.2%	32.0%
Job Density (2019)	Ratio jobs: population aged 16-64	1.02	1.04	0.90	0.88
		23.2%	15.7%	16.4%	15.2%
Employee Jobs (2019)	The 2 largest employment sectors	Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	Human Health and Social Work Activities	Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles
		12.2%	14.7%	12.9%	12.7%
		Administrative and Support Service Activities	Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	Human Health and Social Work Activities	Human Health and Social Work Activities
Gross Weekly Median Pay (by residence) (2019)	Full-time workers	£616.6	£655.1	£636.3	£592.1
	Ratio compared to England	1.04	1.11	1.07	1.00
House Prices	Average house price (Jan 2020)***	£233,540	£291,400	£257,528	£207,924
	Ratio compared to England	1.12	1.40	1.24	1.00

* Source: NOMIS, unless otherwise stated

** Student, looking after family/ home, Sick, Discouraged, Retired, Other

*** Source: UK House Price Index: Average price for first-time buyers

3.3.7 Figure 6 shows the indices of Multiple Deprivation at Lower Level Super Output Area (LSOA) in and around Bicester. The map visualises relative deprivation, ranking each LSOA in England. Deprivation is typified by low rates of income, employment, educational attainment, access to housing, and high rates of crime. Bicester contains a sharp contrast of neighbourhoods which are rated as some of the most and least deprived nationally: areas in the southwest are categorised as some of the most deprived, whereas areas in the north and southeast are among the least deprived.

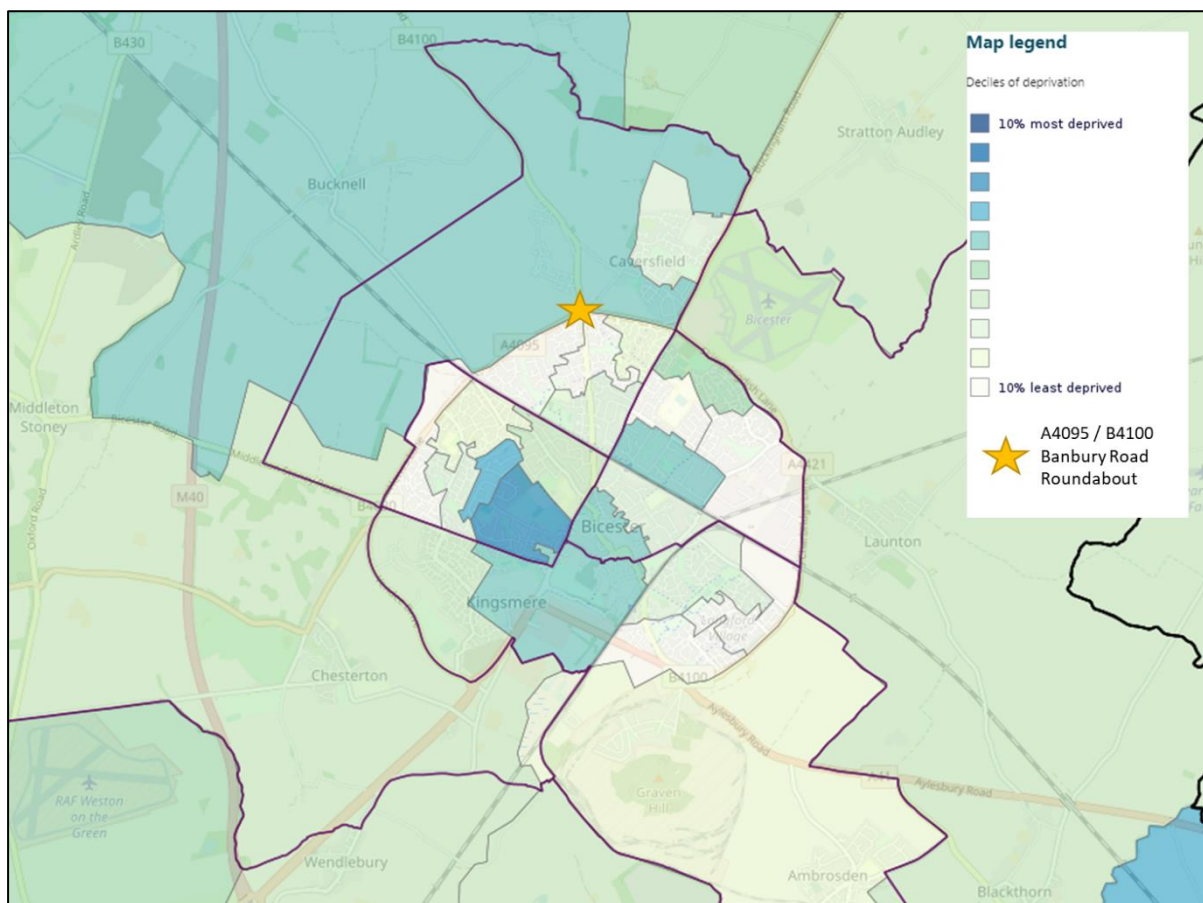


Figure 6. Indices of Multiple Deprivation

Source: Ministry of Housing, Communities & Local Government (2019)

Future growth

3.3.8 The population in Cherwell District is expected to grow in the future. The Cherwell District Local Plan 2011-2031 (2015) commits to delivering 22,840 new homes between 2011-2031, the equivalent of 1,142 homes per year. Around half of this housing growth will be provided in Bicester, where 10,129 homes are committed to be delivered by 2031, in addition to 138.5 hectares of employment land. As a result of the rapid expansion in housing and employment, the population in Bicester is forecast to be around 55,000 by 2034¹¹.

3.3.9 A significant proportion of the committed homes in Bicester are allocated to the North West Bicester Eco-Town development ('Bicester 1' policy in the Local Plan). North West Bicester is identified as a Strategic Development Site in the Local Plan, expected to deliver a total of 3,293 homes and 3,000 jobs by 2031. An additional 2,707 homes and 1,600 jobs are expected beyond 2031, creating a total of 6,000 committed homes and 4,600 jobs¹² at the site.

Existing Highways and Public Transport Infrastructure

3.3.10 Figure 7 shows the road and rail network in Bicester. The town is surrounded by single carriageway perimeter A roads, starting with the A4095 in the southwest, which turns into the A4421 as it joins the ring road at the A4095 / Buckingham Road / A4421 junction in the north east of Bicester. In the south of Bicester, the A4095 and the A4421

¹¹ Bicester Local Cycling and Walking Infrastructure Plan (OCC, 2020)
[https://mycouncil.oxfordshire.gov.uk/\(S\(0aadvbzab10whnucsifgk2f\)\)/ieDecisionDetails.aspx?Id=8440](https://mycouncil.oxfordshire.gov.uk/(S(0aadvbzab10whnucsifgk2f))/ieDecisionDetails.aspx?Id=8440)

¹² North West Bicester Supplementary Planning Document (2019)

are joined by the B4030 and the A41. The A41 connects with M40 Junction 9 further south of Bicester, providing links to Banbury and Birmingham in the north and London in the south. The A41 also links Bicester with Oxford and other towns in the southwest of Oxfordshire.

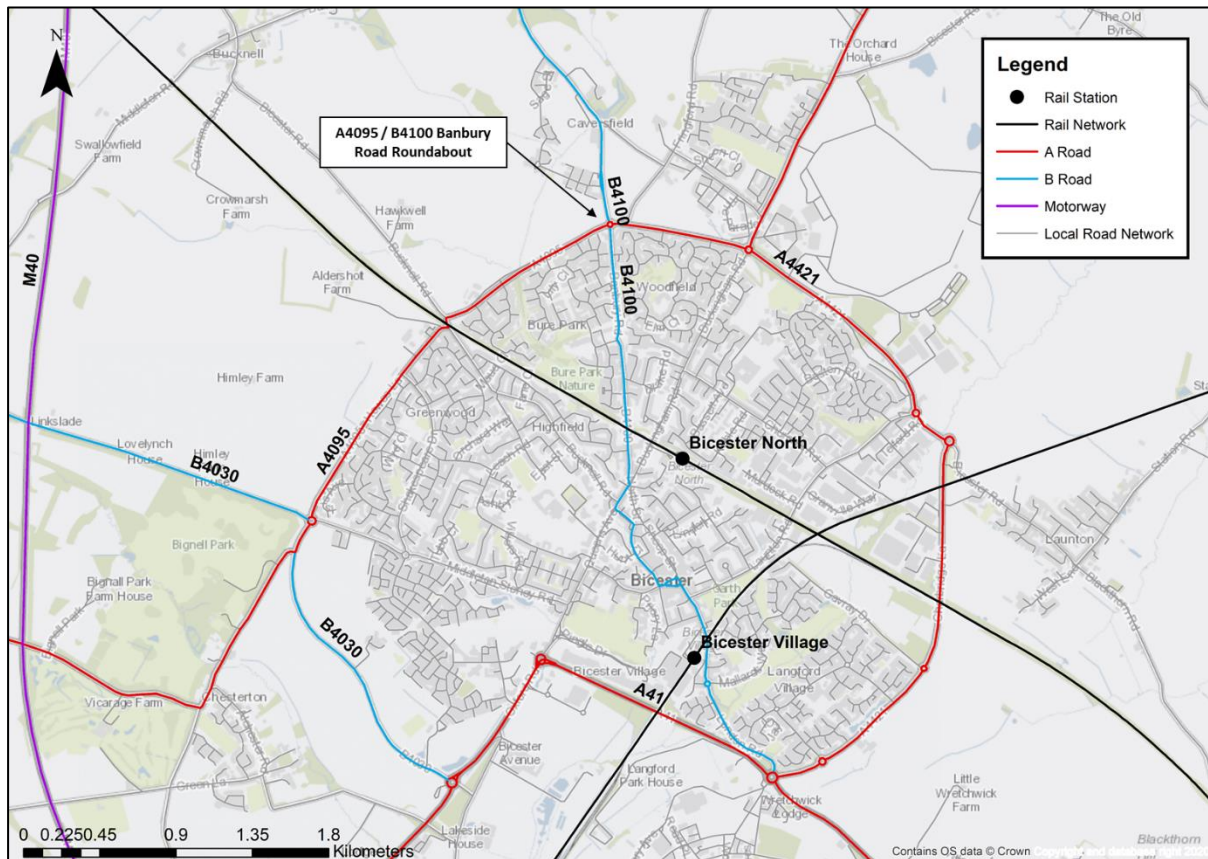


Figure 7. Road and Rail Network

Source: AECOM @ Crown copyright and database right 2021

3.3.11 Table 3 outlines the characteristics of the A4095 / B4100 Banbury Road roundabout, and the surrounding road network, including details of carriageways and footways.

Table 3. A4095 / B4100 Banbury Road Roundabout – Road Network Information

Road	Speed Limit (mph)	Single/Dual	Footways/Cycle
A4095 / B4100 roundabout	50	Two lane circulatory	Off-road (a dedicated path provided off the carriageway) shared use path around the roundabout.
A4095 Lords Lane (western approach)	50	Single	Off-road shared use path on the southern side of the carriageway. Signalised crossing 55 meters from the roundabout.
B4100 (northern approach)	40	Single	Off-road shared use path on the western side of the carriageway from the roundabout until the Exemplar site access. Signalised crossing 80 metres from the roundabout. Shared use path on the eastern side of the carriageway from signalised crossing until roundabout.
A4095 (eastern approach)	50	Single	Off-road shared use path on the southern side of the carriageway. Signalised crossing 110 metres from the roundabout and informal crossing at the roundabout entry/exit.
B4100 Banbury Road (southern approach)	40	Single	Off-road shared use path on the western side of the carriageway. Informal crossing at the roundabout entry/exit.

- 3.3.12 The A4095 Realignment scheme is a key scheme coming forward near the study area. Phase 1 of the scheme involves the provision of two underpasses, one for motorised traffic and one for pedestrian and cyclists, to the railway line near the Howes Lane / Bucknell Road junction. This phase is expected to be completed in July 2021. Phase 2 of the scheme is currently under feasibility assessment and involves the realignment of Howes Lane between Middleton Stoney Road roundabout to approximately 500 metres from the A4095 / B4100 Banbury Road roundabout, including segregated provision for pedestrians and cyclists. This phase is expected to be completed in 2024.
- 3.3.13 As a result of the A4095 Realignment scheme and the North West Bicester development, the nature of the A4095 is expected to change into a more residential urban environment in the future, for example through a reduction in speeds.
- 3.3.14 As seen in Figure 7, there are two rail stations in Bicester – Bicester North and Bicester Village – both of which are served by Chiltern Railways and connect to London. The Oxford – London service connects Bicester Village with Oxford and London Marylebone. Using this service, it takes just over 1 hour to travel between Bicester and London Marylebone in the weekday morning peak hours. Conversely, it takes around 20 minutes to travel from Bicester to Oxford using this service. Two services connect with Bicester North station. One is the Kidderminster – London service and the other the Banbury – London service. Using these services, it takes between 50 minutes and 1 hour 15 minutes to travel between Bicester and London Marylebone. Both services allow for interchanges at Banbury, where connections to Stratford-upon-Avon and Birmingham are available.
- 3.3.15 Phase 1 of the East-West Rail scheme, which was completed in 2016, involved connecting Oxford, via Bicester Village, to the Chiltern Main Line. Phase 2 of the scheme includes extending the Oxford – London service, via Bicester Village, to Bletchley, Milton Keynes, Bedford and potentially Cambridge.
- 3.3.16 Bicester's bus services are operated by Stagecoach, as demonstrated in Figure 8, and Grayline. There are several local services which serve neighbourhoods in Bicester, such as the 26 and 27 services. The main inter-urban services are:
- 505 service between Bicester and Brackley, discussed further below;
 - X5 service between Oxford¹³ and Bedford, via Bicester and Milton Keynes (approximately one service per hour). Using this service, it takes just under 1 hr 10 minutes to travel between Bicester and Milton Keynes;
 - S5 service between Oxford and Bicester (up to four services per hour in the peak periods). Using this service, it takes approximately 45 minutes to travel between Bicester and Oxford in the weekday morning peak hours; and
 - H5 service between Headington and Bicester, via Ambrosden and Islip (approximately two services per hour in the peak periods). Using this service, it takes approximately 45 minutes to travel between Bicester and Headington in the weekday morning peak hours.

¹³ At the time of writing, the X5 service between Milton Keynes and Oxford has been withdrawn as a result of the national lockdown travel restrictions in light of the Covid-19 pandemic. However, the service still runs between Bicester and Bedford.

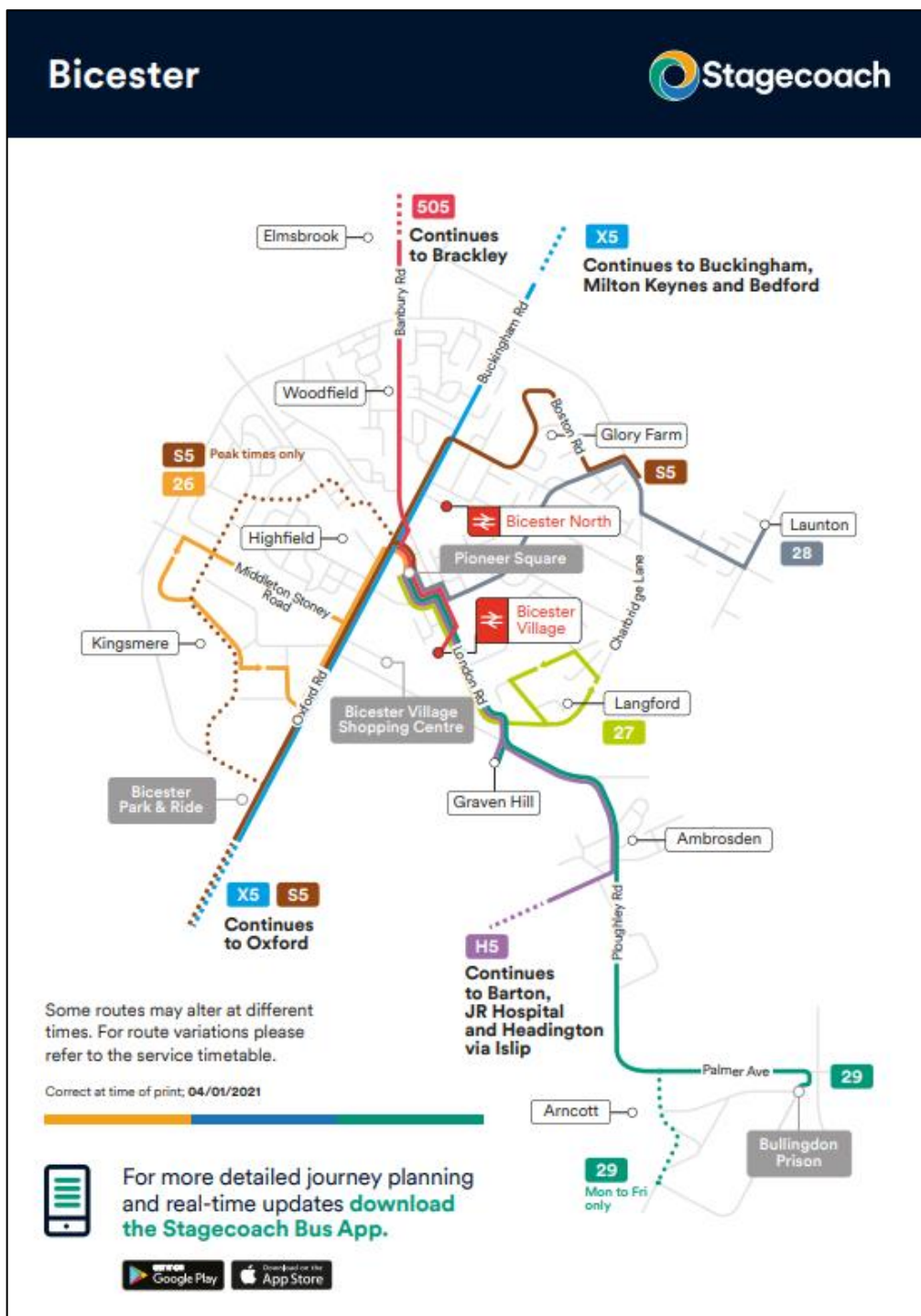


Figure 8. Stagecoach Bus Services

Source: Stagecoach (2021)¹⁴

3.3.17 Two bus services pass through the A4095 / B4100 Banbury Road roundabout:

- Stagecoach’s 505 service which runs between Bicester and Brackley (approximately one service per hour throughout the day). This service stops at Banbury Road roundabout (just south of the roundabout on Banbury Road) and at the Exemplar site at North West Bicester; and
- Grayline’s E1 Ecotown service which runs between Elmsbrook (thereby serving the North West Bicester site) and the Town Centre, including Bicester Town

¹⁴ Bicester Megarider Map (Stagecoach, 2021) <https://tiscn-maps-stagecoachbus.s3.amazonaws.com/ZoneMaps/Oxford/Bicester%20megarider%20map.pdf>

Village station. This service also stops at Banbury Road roundabout and the Exemplar site, and runs on Fringford Road to serve Caversfield

- 3.3.18 The study area is served by four bus stops: two approximately 80 metres south of the A4095 / B4100 Banbury Road roundabout, and two on the B4100 by the Exemplar site. The northbound bus stop by the Exemplar site contains a bus layby and seating facilities, whereas the other three require buses to stop on the carriageway. The southbound bus stop at the Exemplar site and the northbound bus stop south of the A4095 / B4100 Banbury Road roundabout are not served by footways and thereby require pedestrians to wait next to the carriageway.
- 3.3.19 At the time of writing, there are no expected changes to the bus service provision in the study area. However, it is expected that future buses serving North West Bicester and passing through the Scheme will take the following route: along Banbury Road northbound onto the B4100, thereafter travelling through the North West Bicester development and out along A4095 Howes Lane eastbound, to then travel southbound toward Bicester Town via Banbury Road southbound

Pedestrian and Cycle Infrastructure Provision, and Use

- 3.3.20 Figure 9 outlines the existing cycle network across Bicester, including potential routes (in green) proposed in the Bicester Local Cycling and Walking Infrastructure Plan¹⁵ (LCWIP) (2020).
- 3.3.21 Active travel infrastructure is available in most parts of the town and primarily provided via off-road shared use paths, with key off-road routes provided along the majority of the ring road and some of the radial routes into town, most notably parallel to the B4100 Banbury Road.
- 3.3.22 National Cycle Network 51 passes through the south-eastern parts of the town, linking Launton village, Gavray Drive, Tubbs Crossing, Sheep Street, Bicester Village and Wendlebury.

¹⁵ Bicester LCWIP (OCC, 2020)

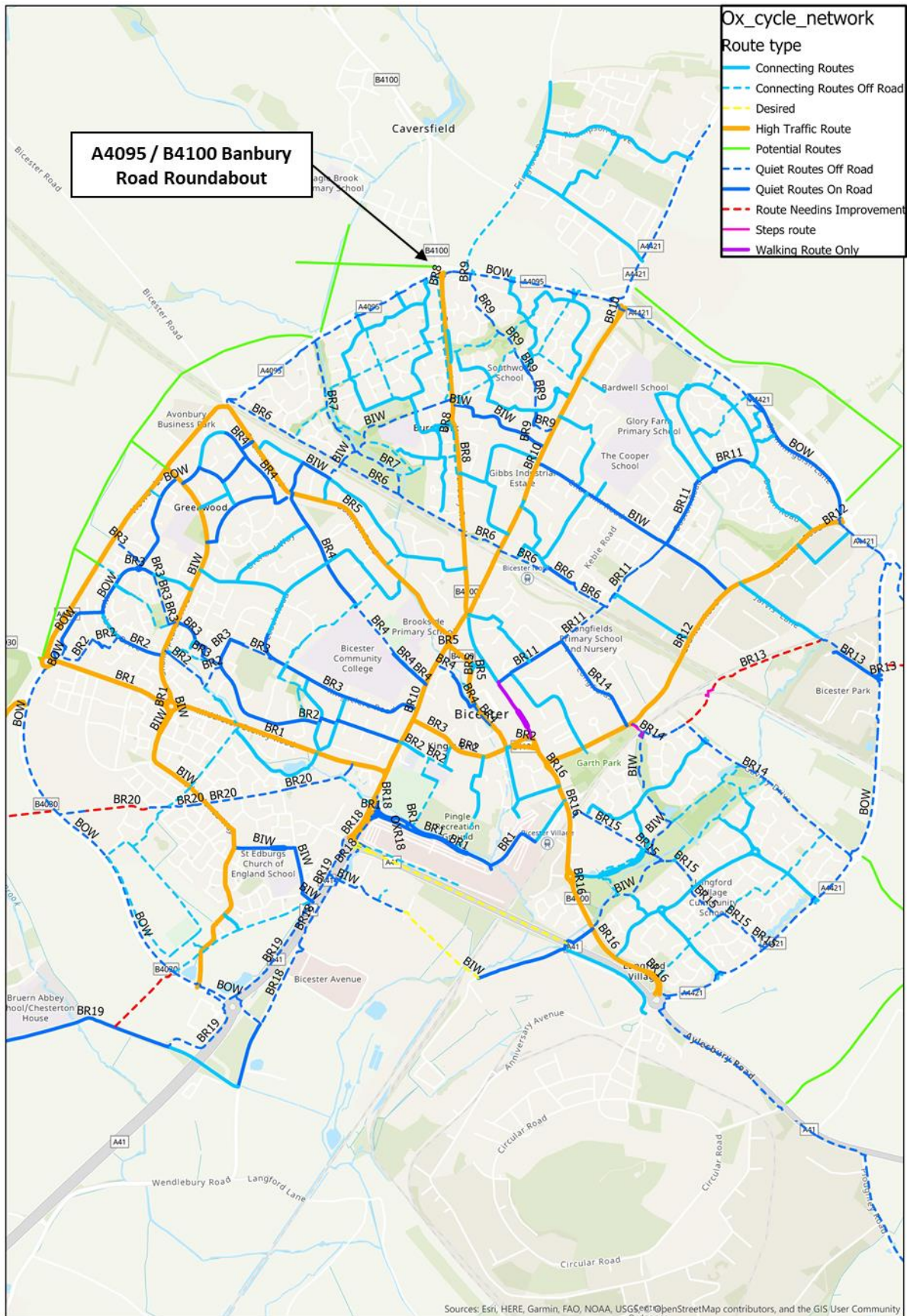


Figure 9. Cycle Network

Source: Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)

3.3.23 The existing cycle network near the A4095 / B4100 Banbury Road roundabout is provided in more detail in Figure 10.

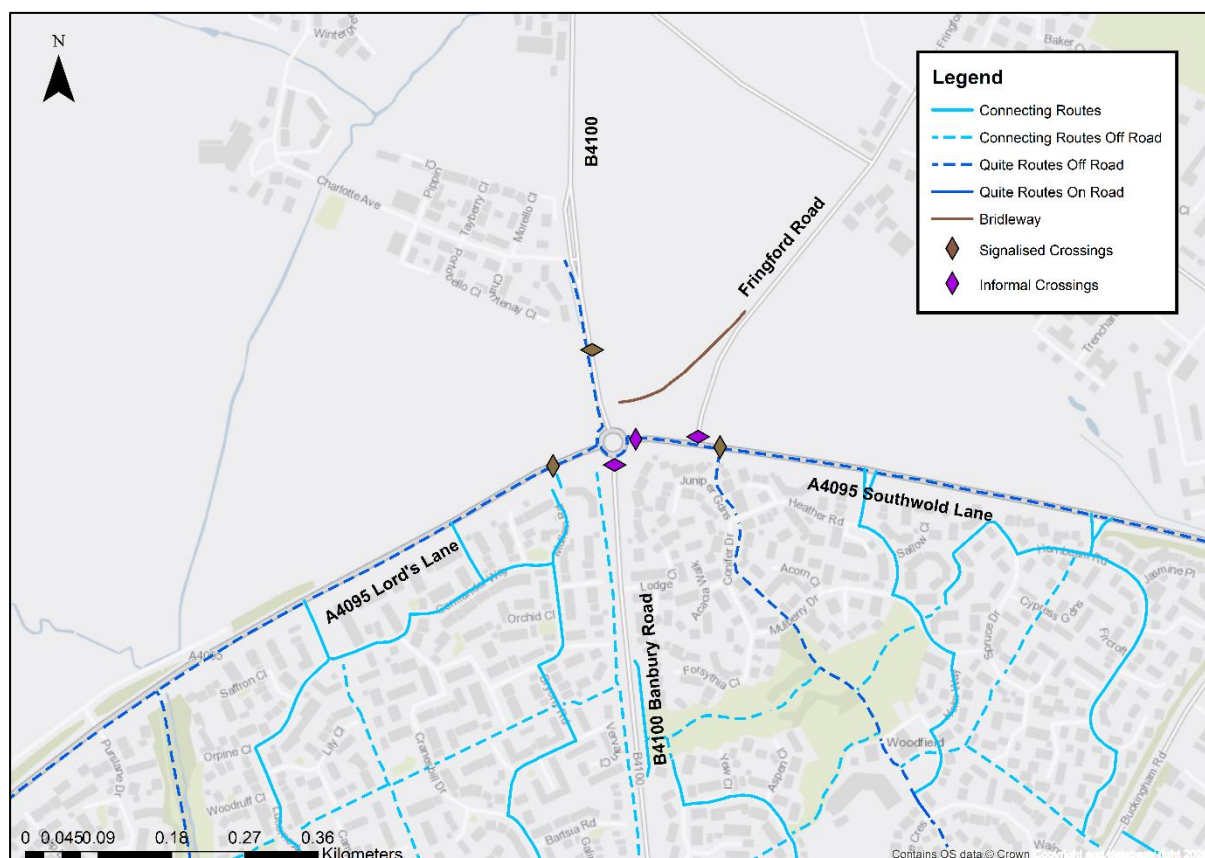


Figure 10. Cycle Network – A4095 / B4100 Banbury Road Roundabout

Source: Oxfordshire County Council; AECOM @ Crown copyright and database right 2021

3.3.24 Figure 11 overleaf provides views of the existing active travel provision at the A4095 / B4100 Banbury Road roundabout, including:

- Top left: Signalised crossing on A4095 west of the roundabout, including shared use paths on both sides of the road;
- Top right: B4100 just north of the roundabout, showing the shared use paths on the left- and right-hand side of the road, including access to the brideway to the right;
- Bottom right: Signalised crossing on A4095 east of the roundabout, just after Fringford Road. Shared use path on the right-hand side of the road connecting to the brideway; and
- Bottom left: Informal crossing on Banbury Road just south of the roundabout, including shared use path on the left-hand side and a footpath on the right side.



Figure 11. Active Travel Provision – A4095 / B4100 Roundabout

Source: Google Earth Pro™ imagery in the form of Google Map™ and Google Streetview™ have been used, unmodified, within this document. This imagery has been used within the extents of the AECOM license agreement with Google

3.3.25 In 2011, travel surveys of Bicester residents and four adjoining villages were undertaken to provide a representative picture of day to day travel patterns (LCWIP, 2020). A total of 2,097 people were surveyed. The data provides a detailed picture of travel patterns in Bicester.

3.3.26 In terms of walking and cycling, only 2% of trips to and from Bicester were by walk or cycle, whereas 40% of trips internal to Bicester were undertaken by active modes. Out of the 53,200 surveyed internal trips, 34% (18,000) of the trips were on foot and 6% (3,200) by cycle. However, the data indicate a significantly higher potential for walking and cycling within Bicester. Table 4 shows that a significant proportion of short trips, trips between 1-5 km, are currently undertaken by car. Given the length of these trips, there is an opportunity to see a significantly higher proportion of active mode use for all trips under 5 km.

Table 4. Mode Share of Internal Trips by Distance (2011 Data)

Distance	Walk	Cycle	Walk and Cycle	Car	Public Transport
All internal trips	34%	6%	40%	58%	2%
1-3 km	30%	8%	38%	60%	-
3-5 km	-*	-	11%	85%	-

Source: Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)

*No data available for these segments in the LCWIP

3.3.27 Given the contained nature of Bicester, most destinations are easily reached by walk or cycle. Figure 12 shows the walking and cycling accessibility in Bicester, measured as travel time from the town centre. While the study area is more than 30 minutes by walk from the town centre, the town centre can be reached by only a 10 minutes cycle ride. The compact nature of Bicester and the large proportion of local trips indicate the potential for more trips to be made by foot or cycle. By improving pedestrian and cycle facilities, the Scheme can help realise these trips.

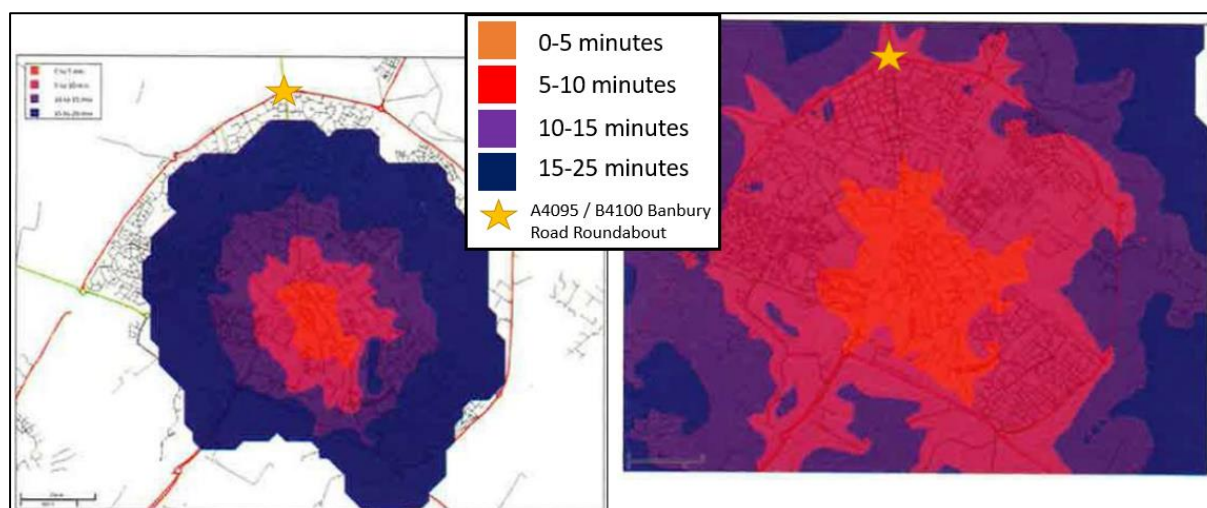


Figure 12. Walking (left) and Cycling (right) Accessibility

Source: *Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)*

3.3.28 The Propensity to Cycle Tool (PCT) has been used to demonstrate how the cycling commuting demand is spread out over Bicester and particularly in the study area. It should be noted that the tool is based on 2011 Census journey to work data. Figure 13 shows that the PCT estimate of cycle commuting demand aligns well with the 2011 travel survey data indicating that 6% of internal trips in Bicester are by cycle.

3.3.29 However, cycle commuting demand is lower in the study area, between 0-3%. This is to be expected, given that, at present, there are few residential, retail, leisure or employment areas northwest of Bicester. This is further supported by the origin-destination desire lines (the top 50 origin-destination desire lines are visualised in Figure 13): there are no desire lines indicating travel by cycle north of Bicester, with most desire lines contained within the town. However, the land uses in the study area will change significantly once the North West Bicester site is developed. North West Bicester will include housing, employment, retail and leisure, and will therefore create an incentive and need to travel to and from the site.

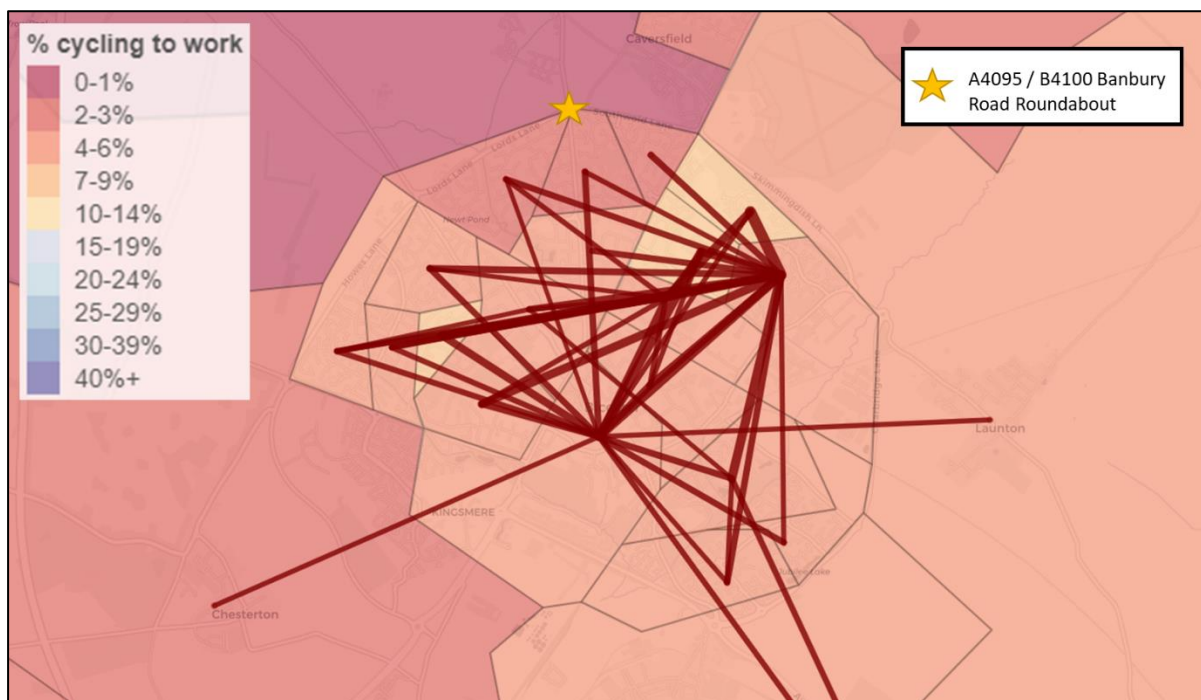


Figure 13. Census 2011 Cycle to Work Demand (LSOA Level)

Source: *Propensity to Cycle Tool*

- 3.3.30 Analysis undertaken for the Bicester Sustainable Transport Strategy (2015) forecasts a 9% increase in the use of sustainable modes by Bicester residents, from 31% of all trips by Bicester residents being undertaken by sustainable modes in 2014 to 40% of trips in 2031. This includes trips by walk and cycle, but also other sustainable modes such as bus. The analysis assumes that measures are implemented which ensure this ambitious mode shift becomes a reality, thereby emphasising the importance of infrastructure improvements to support active mode uptake.
- 3.3.31 The same analysis calculates that 59% of trips in 2031 (93,000 trips out of a total of 153,000 trips) will be internal (within Bicester). Given the contained nature of Bicester town, a significant proportion of the internal trips has the potential to be walkable and cyclable; based on the walking and cycling accessibility maps in Figure 12, a trip can be considered to be walkable and cyclable if it takes up to 25 minutes and 15 minutes, respectively.
- 3.3.32 Sustainable travel policy targets in Bicester present another source of information regarding predicted future walking and cycling demand. The LWCIP sets the target of increasing the number of local cycling trips in Bicester from 3,000 trips in 2014 to at least 9,000 trips in 2031. The LWCIP emphasises the need to improve the provision for pedestrians and cyclists to encourage sustainable mode shift.
- 3.3.33 The PCT can also be used to demonstrate potential cycle demand under different scenarios. Figure 14 demonstrates the potential cycle commuting demand in Bicester in the “Go Dutch” scenario (the propensity to cycle assuming the area had the same infrastructure and cycling culture as the Netherlands, taking account of the topography and commute distance patterns). Under the Go-Dutch scenario, cycle commuting demand significantly increases in Bicester (and the study area) to a level of 15-29%. The PCT does not account for forecast growth and planned developments, and so the potential levels of cycling commuting demand in the study area under this Go-Dutch scenario may be even higher given the ambitious mode share targets / sustainability principles and likely improvements of cycle infrastructure proposed at North West Bicester. The PCT demonstrates that there is considerable potential to realise

significant increases in cycle to work if infrastructure is improved and cycling becomes more normalised. It should be noted that the PCT only focuses on commuting trips and that similar potential for increases in cycling could be possible for other trip purposes. Given the improvements to pedestrian and cyclist facilities included in the Scheme, it could help realise this cycling potential.

3.3.34 The aforementioned analysis of current and forecast walking and cycling demand in Bicester demonstrates a significant potential for increased travel by walking and cycling. To support an uptake in active mode use, the analysis has emphasised the importance of infrastructure improvements for pedestrians and cyclists. By improving facilities for pedestrians and cyclists, the Scheme could help realise this potential, both across Bicester as a whole and in the study area.

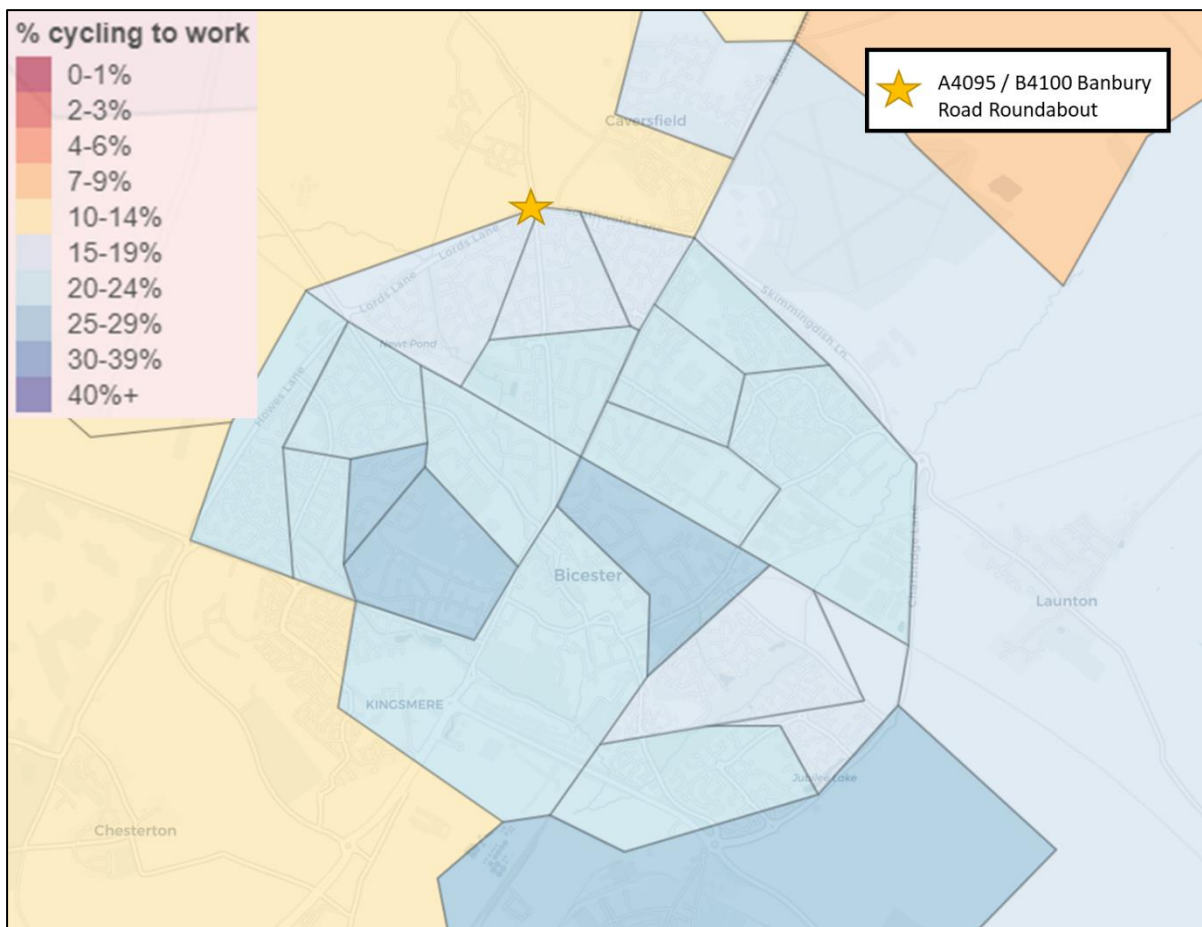


Figure 14. Potential Cycle to Work Demand: Go Dutch Scenario (LSOA Level)

Source: *The Propensity to Cycle Tool*

3.3.35 There are some public rights of way routes in Bicester, specifically footpaths and bridleways (Figure 15). Out of these routes, only one connects with the study area: the bridleway running parallel along Fringford Road and connecting with the B4100 just north of the A4095 / B4100 Banbury Road roundabout. It should be noted that public rights of way do not include paved paths for pedestrians and cyclists, such as the shared use paths in the study area.

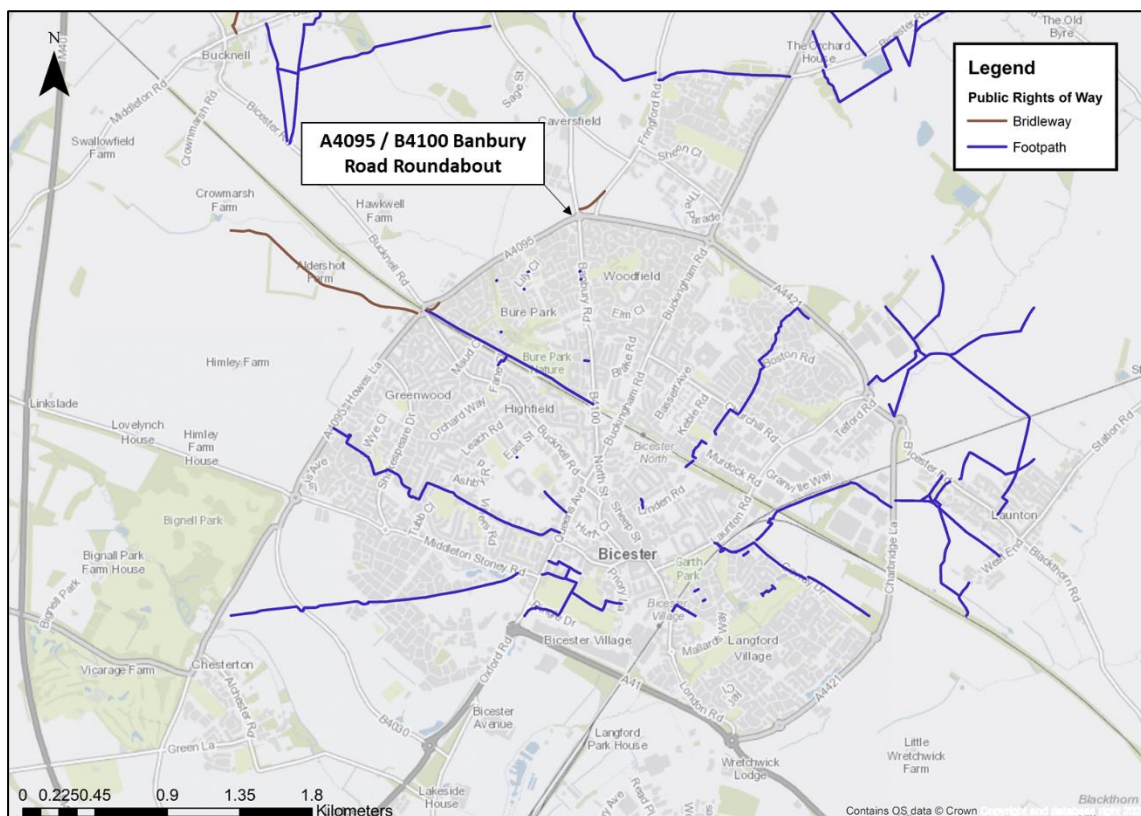


Figure 15. Public Rights of Way

Source: Oxfordshire County Council; AECOM @ Crown copyright and database right 2021

Travel Patterns and Modal Share

3.3.36 Table 5 shows the modal share of commuting trips by Bicester residents, based on 2011 Census data.¹⁶

3.3.37 The modal share of internal commuting trips aligns well with the 2011 travel survey data discussed above. Based on the Census data, the majority of internal trips (57%) are done by car, whereas 40% are by active modes. The share of car commuting trips increases significantly for external trips, reaching 82% of trips. In total, about 5% of Bicester residents cycle to work, whereas 12% walk to work. This is in line with the walking and cycling percentages for Cherwell as a whole (4% bicycle and 13% pedestrian) and for England (3% bicycle and 12% pedestrian).

3.3.38 The data shows that 55% of Bicester residents work within Cherwell, 17% work in Oxford and 35% live and work within Bicester. In total, 14,942 commuting trips were produced from Bicester.

¹⁶ Though now relatively out of date, the 2011 Census data provides a statistically representative picture of travel patterns. Together with the additional 2011 travel survey data, it is the best available source of information on travel patterns and modal share.

Table 5. Journey to Work – Bicester Residents

Travel Mode	Place of Work		Total	%
	Within Bicester	Outside Bicester		
Rail	12	0%	499	5%
Bus	84	2%	613	6%
Car	2,983	57%	8,018	82%
Bicycle	576	11%	169	2%
On foot	1,529	29%	274	3%
Other method of travel to work	68	1%	179	2%
Total	5,252		9,752	
%	35%		65%	100%

Source: Census 2011

3.3.39 Figure 16 shows the main commuter flows within Bicester, drawing on Census 2011 journey to work data. The main movements are from the residential wards (South, West and North) to the wards containing most employment opportunities (East and Town).

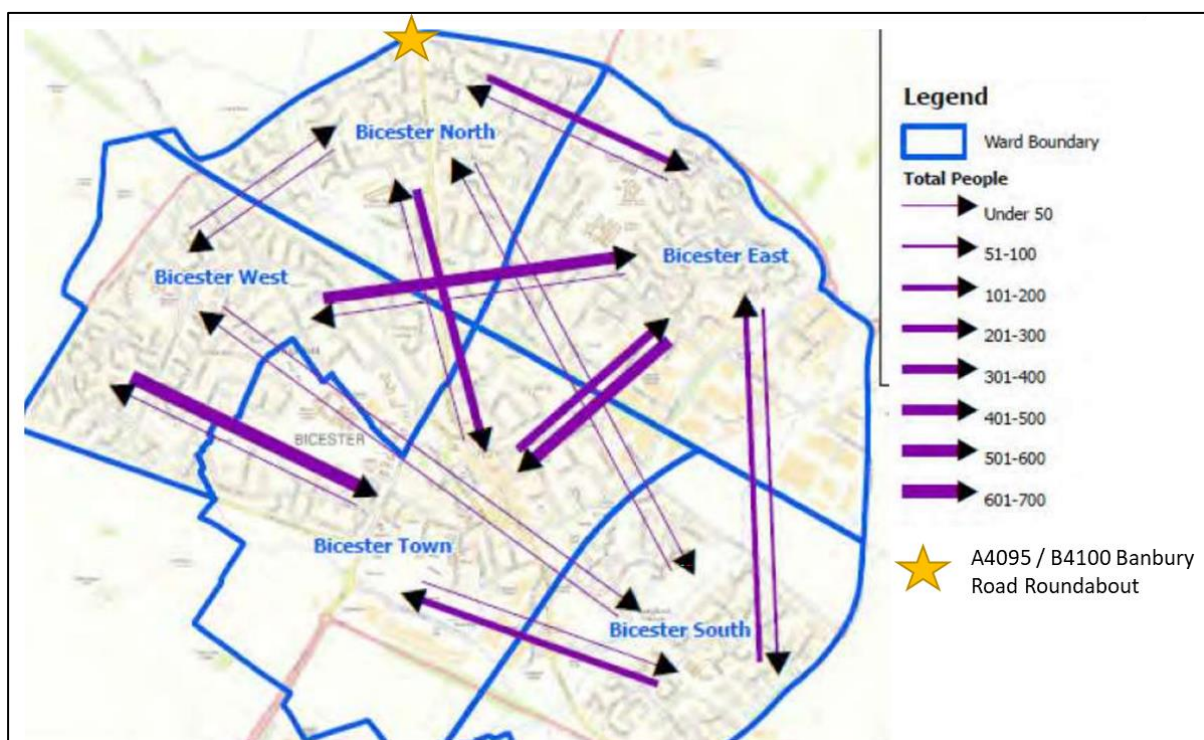


Figure 16. Internal Commuter Flows – Bicester Residents

Source: Census 2011; Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)

3.3.40 The 2011 travel survey data of Bicester residents provides information on journey purpose. Figure 17 shows the journey purpose of all internal trips by Bicester residents. Leisure, work and shopping trips make up the vast majority of trips (71%). Further information on the choice of mode depending on journey purpose is provided in Figure 18. Car use is the prioritised mode for work, business and personal trips, whereas active modes are especially favoured for education trips, and somewhat less so for shopping and leisure trips. This is to be expected, given that shopping and education trips tend to be more locally bound than work trips, which may require travelling out of Bicester to reach the workplace.

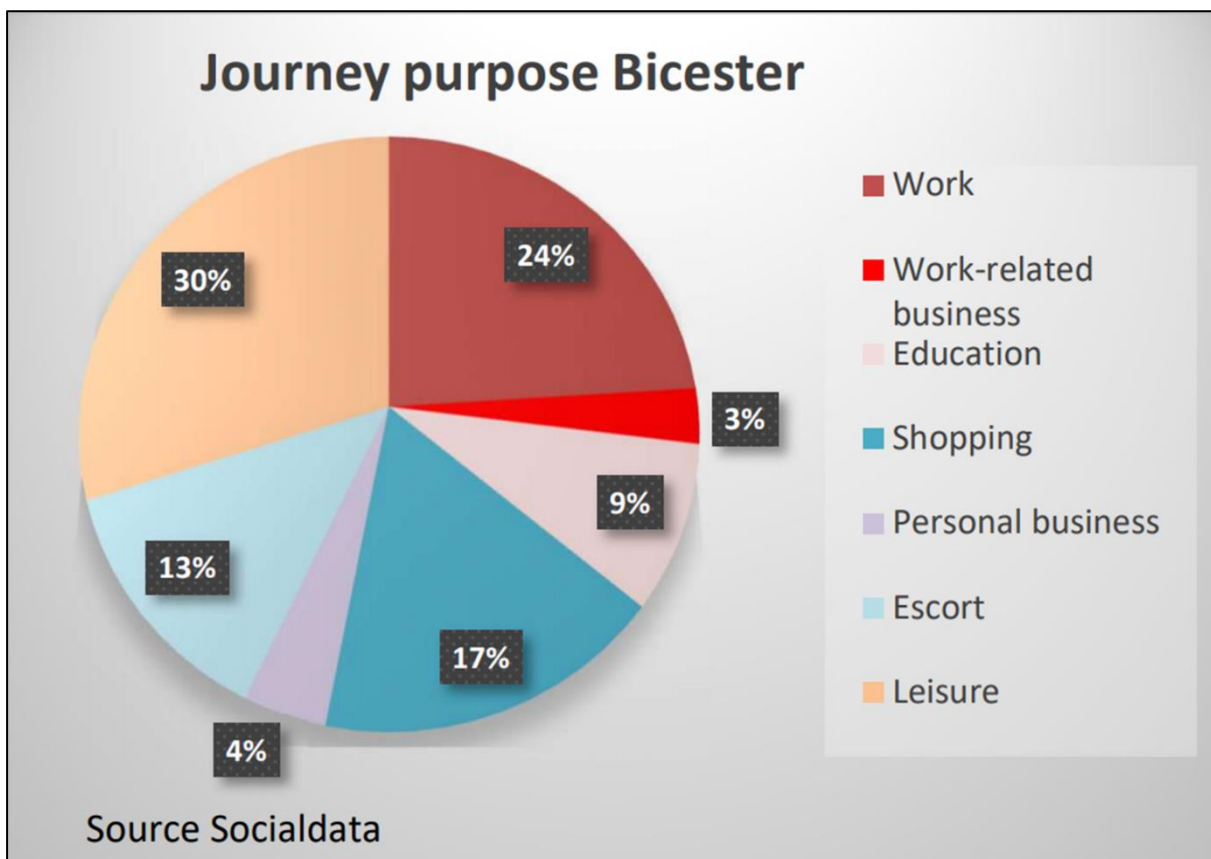


Figure 17. Internal Trips by Purpose (2011 Data)

Source: Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)

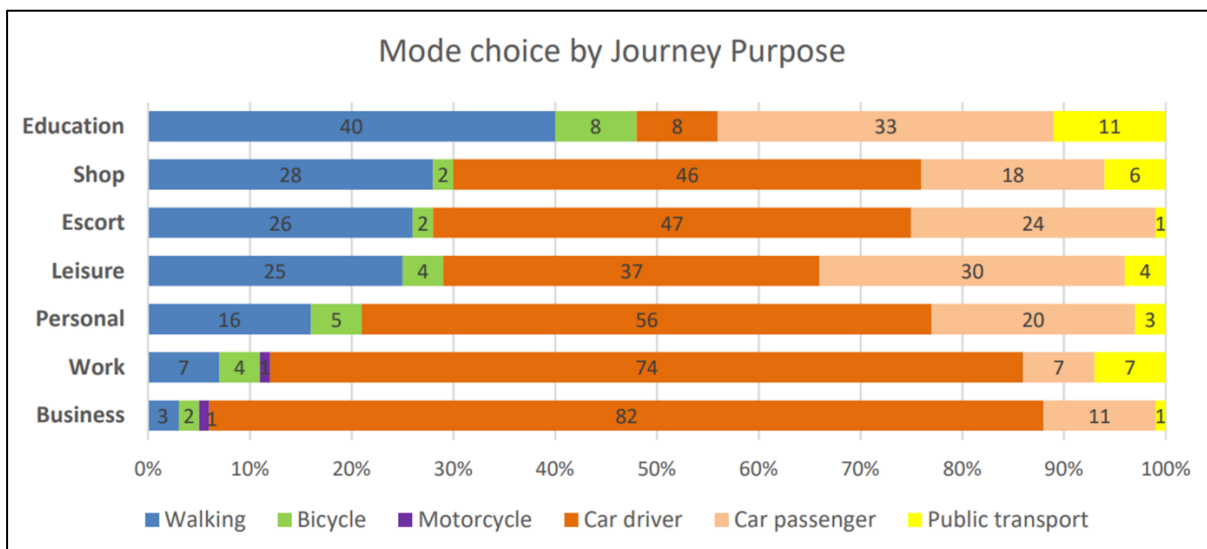


Figure 18. Modal Share by Journey Purpose (2011 Data)

Source: Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)

Journey Times, Traffic Flows and Congestion Issues

3.3.41 Traffic volumes at the A4095 / B4100 Banbury Road roundabout have been examined with key results shown in Table 6. This information has been derived from Manual Classified Turning Counts (MCTCs) collected in 2016.

3.3.42 Table 6 shows that around 1,000-1,100 vehicles use the A4095 eastern approach in the AM and PM peak periods. The level of traffic is somewhat lower on the A4095 western approach, ranging between 571 to 860 across the AM and PM peak periods.

Table 6. Traffic Flows – Manual Classified Turning Counts

Arm	AM (07:45-08:45)	PM (17:00-18:00)
A4095 western approach road – EB	571	787
A4095 western approach road – WB	860	779
A4095 eastern approach road – EB	944	1,123
A4095 eastern approach road – WB	1,040	1,104

Source: AECOM analysis based on 2016 Manual Classified Turning Counts

3.3.43 The 2016 MCTCs have been used to derive mode splits at the A4095 / B4100 Banbury Road roundabout. These are presented in Figure 19 and Figure 20 for the AM and PM peak periods, respectively.

3.3.44 Across all four approach arms at the roundabout, car use is the predominant mode, with around 83-93% of observed movements being undertaken by car. Around 10% of movements are by Light Good Vehicles (LGVs), whereas the highest proportions of Heavy Good Vehicles (HGVs) (around 5%) are observed along the B4100 northern approach and the A4095 eastern approach in the AM period. Close to 0% of the movements were undertaken by bike. Around 1% of movements were by bus along the Banbury Road southern approach.

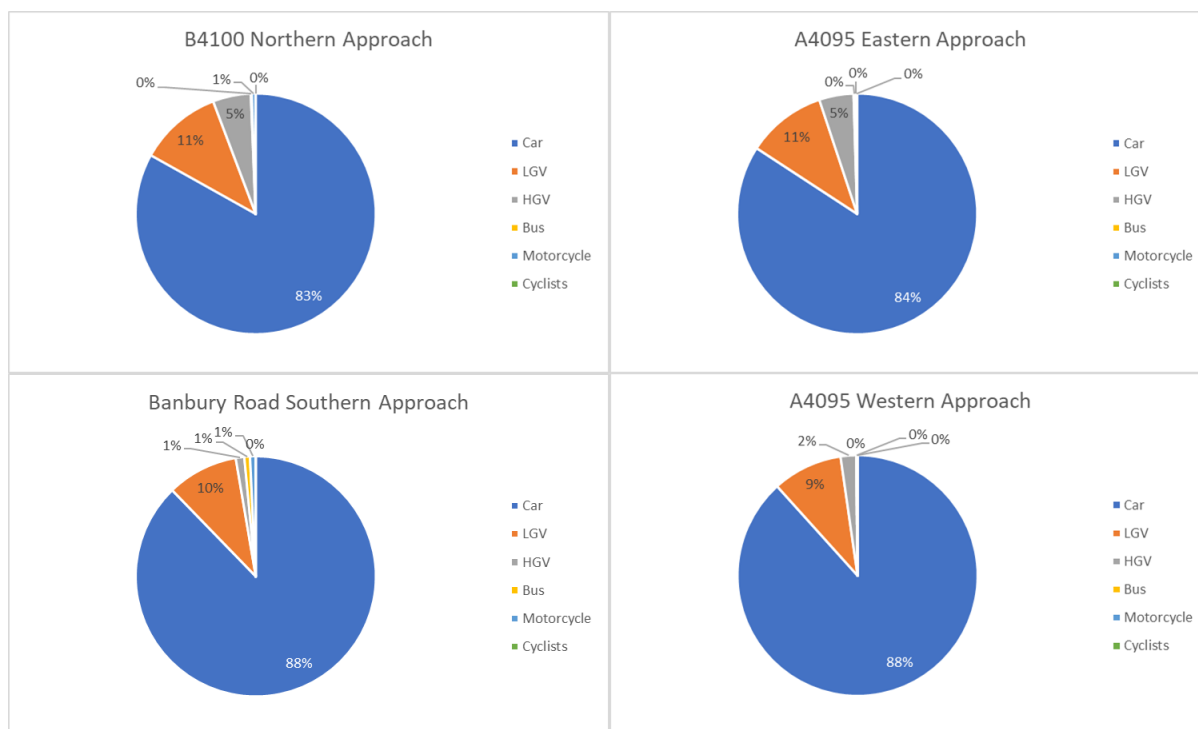


Figure 19. Mode Split – A4095 / B4100 Banbury Road Roundabout – AM

Source: AECOM analysis based on 2016 Manual Classified Turning Counts

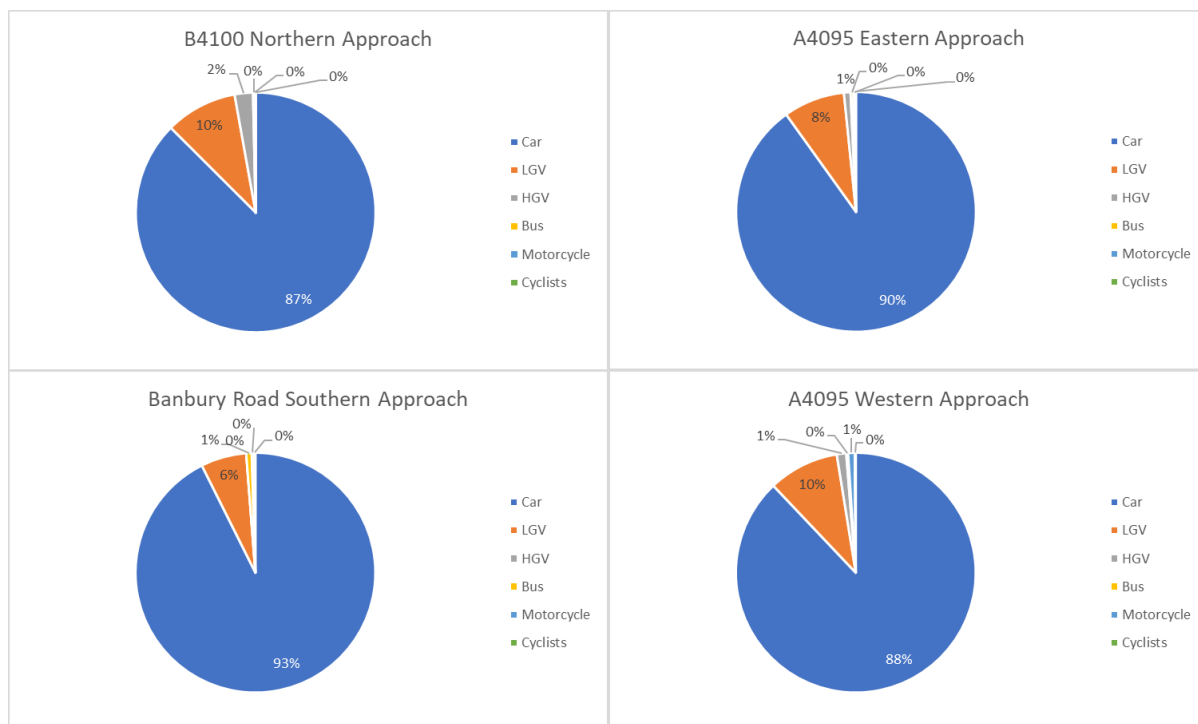


Figure 20. Mode Split – A4095 / B4100 Banbury Road Roundabout – PM

Source: AECOM analysis based on 2016 Manual Classified Turning Counts

- 3.3.45 Journey times through the A4095 / B4100 Banbury Road roundabout have been derived from 2019 Trafficmaster data. Figure 22 and Figure 23 show the journey time variability through the roundabout along the A4095 and the B4100, respectively (the journey time routes are shown in Figure 21).
- 3.3.46 Both figures clearly show that there is little journey time variability through the roundabout at present. It takes approximately 2 minutes to travel through the roundabout along the A4095 (Figure 22), with the greatest variability of around 9-14% observed in the eastbound direction in the PM peak period. This represents a variability of around 30 seconds. Conversely, it takes approximately 50 seconds to travel through the roundabout along the B4100 (Figure 23). Along this route, the greatest variability of around 8-21% is observed in the northbound direction in the AM period. This represents a variability of around 14 seconds.
- 3.3.47 Journey times along all routes through the roundabout have been derived and analysed. However, as the journey times are similar across all routes through the roundabout, with limited variability observed, only the two main routes are presented here.

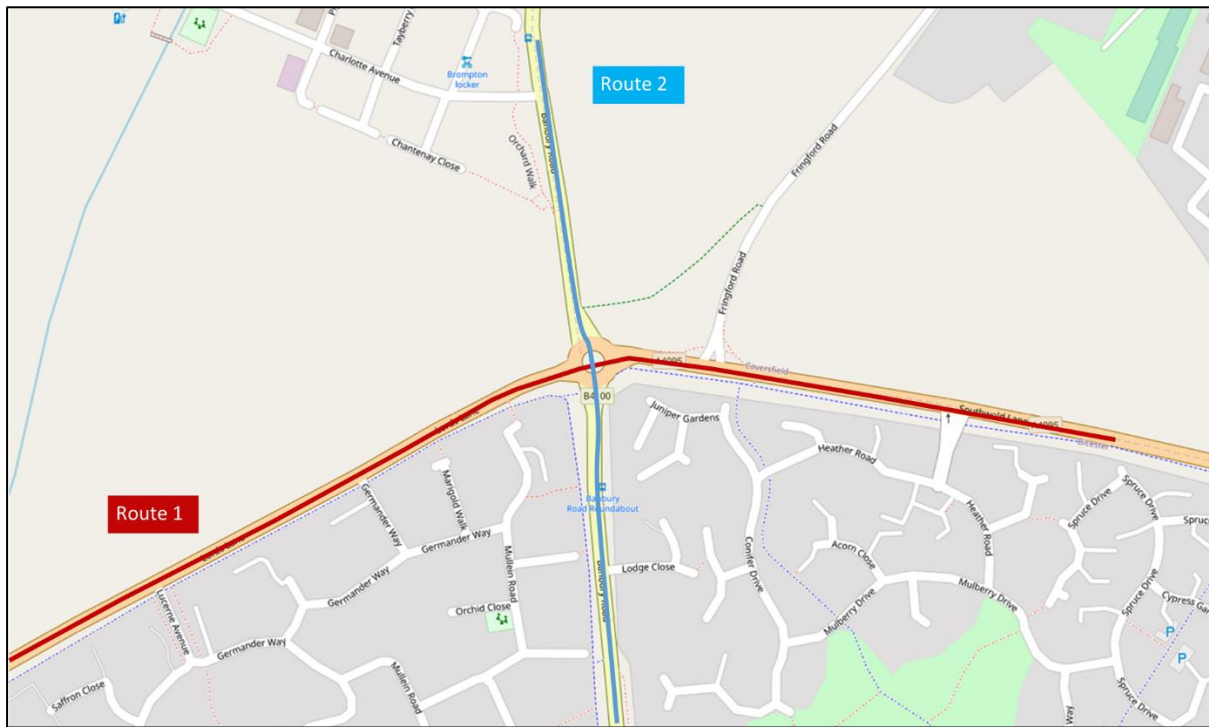


Figure 21. Journey Time Routes

Source: AECOM @ Crown Copyright and database right 2021

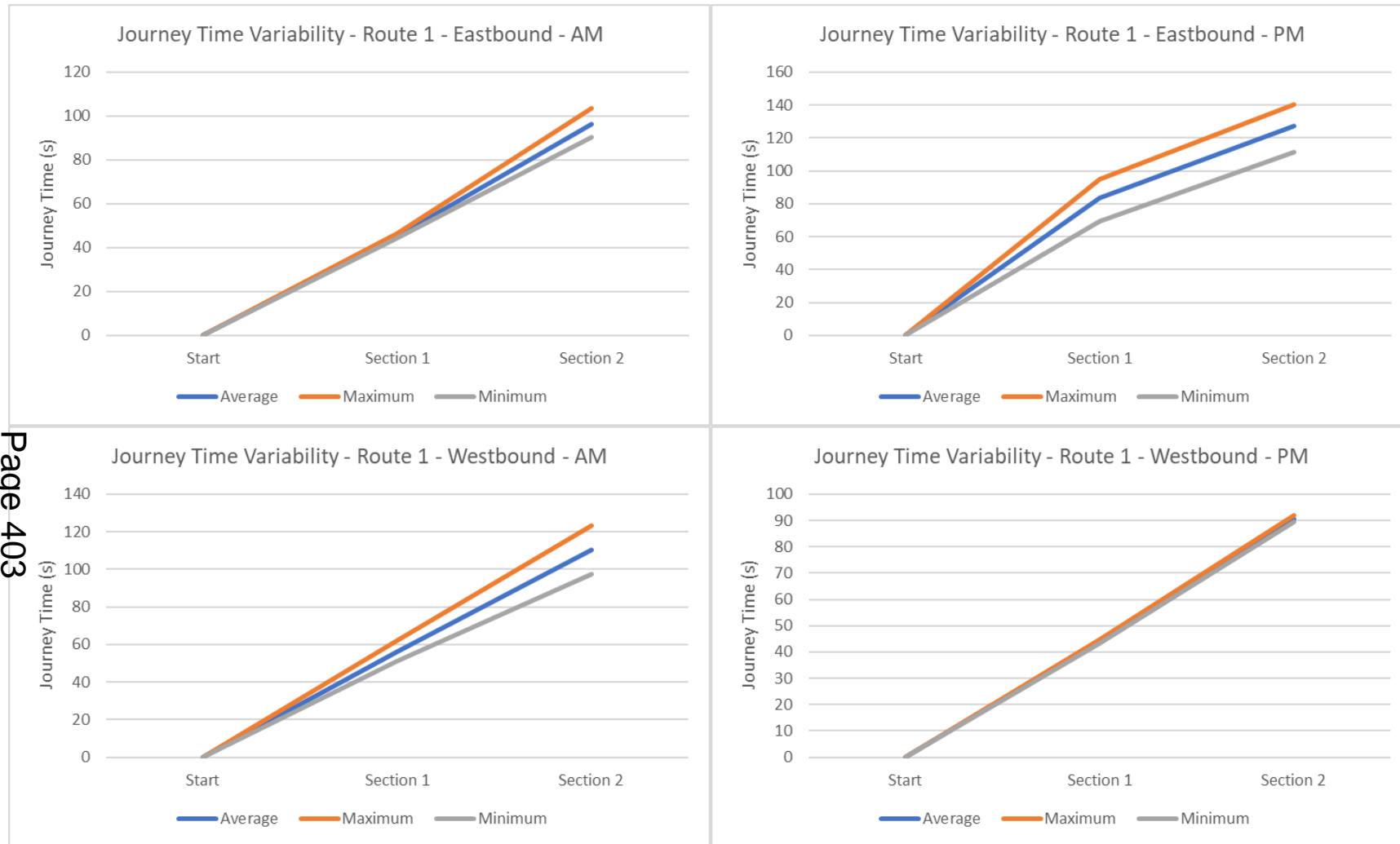


Figure 22. Journey Time Variability – Route 1

Source: AECOM analysis based on 2019 Trafficmaster data

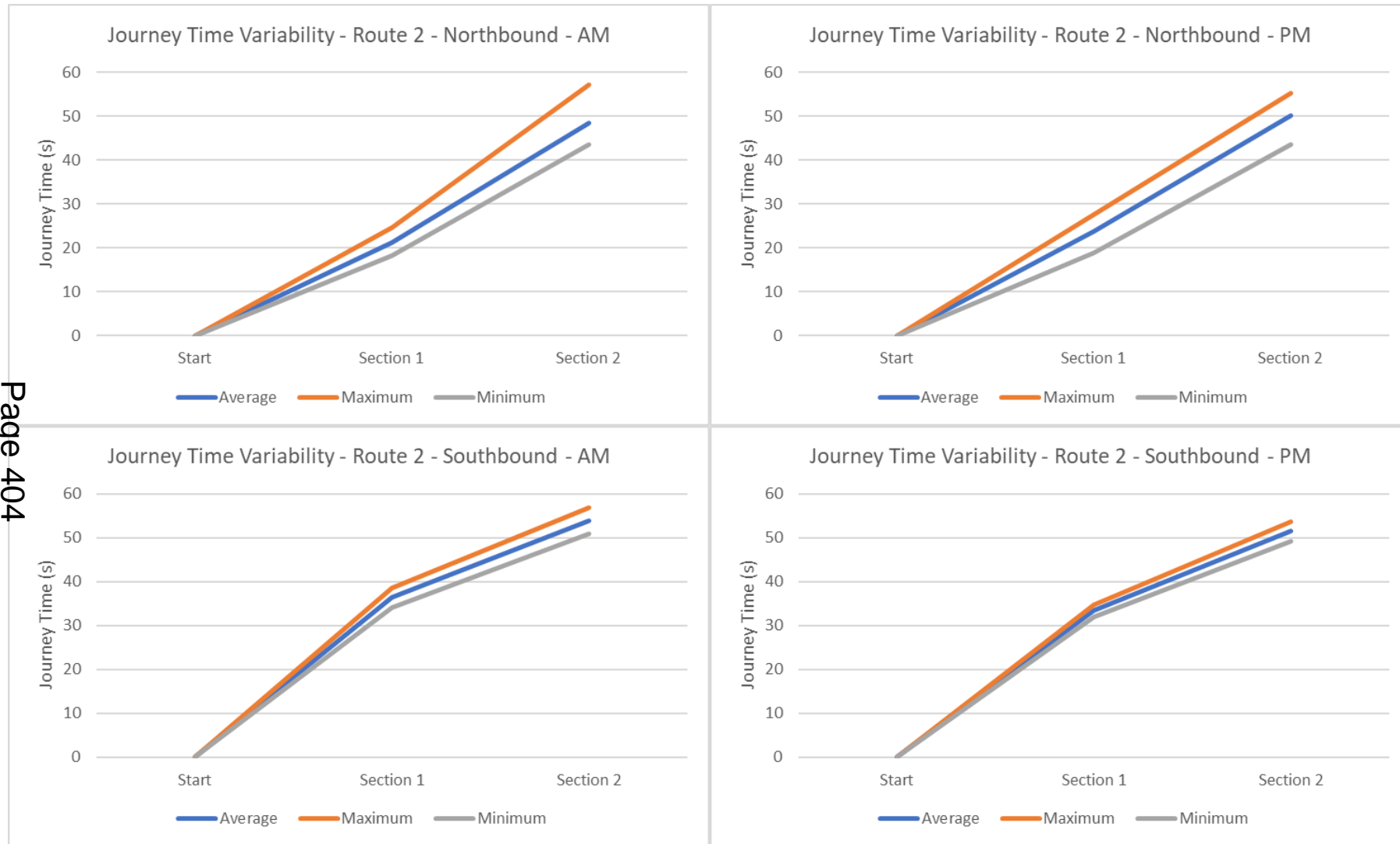


Figure 23. Journey Time Variability – Route 2

Source: AECOM analysis based on 2019 Trafficmaster data

- 3.3.48 The 2019 journey time information from the Trafficmaster data suggests that there is no significant congestion at the A4095 / B4100 Banbury Road roundabout at present.
- 3.3.49 However, significant capacity issues at the A4095 / B4100 Banbury Road roundabout are forecast given Local Plan growth and especially forecast trips generated by the North West Bicester development. ARCADY junction modelling¹⁷ undertaken for the North West Bicester development forecasts capacity issues and significant queueing at the junction by 2031, as shown in Table 7.
- 3.3.50 Table 7 shows that the A4095 western approach and the Banbury Road southern approach are forecast to be over capacity in 2031. Queues of up to 57 vehicles are forecast on the A4095 western approach in the AM peak, whereas up to 229 vehicles are forecast on the Banbury Road southern approach in the PM peak. Such significant queues can be expected to block back to preceding junctions, such as the A4095 / Germander Way junction, creating capacity issues beyond the roundabout.
- 3.3.51 It should be noted that the ARCADY modelling incorporates the ambitious mode share targets at North West Bicester of at least 50% of trips generated by the development to be undertaken by sustainable modes. Therefore, the forecast capacity issues at the A4095 / B4100 Banbury Road roundabout represent the additional traffic generated above and beyond the ambitious vision for sustainable travel. The impact of North West Bicester on the highway network would be more significant if policy measures to support mode shift to other forms of travel were not in place.
- 3.3.52 Without intervention, there will be significant negative impacts on the highway network at and around the roundabout, which would have wider negative impacts, for example on journey times, emission levels and attractiveness for investment.

Table 7. Forecast Capacity – A4095 / B4100 Banbury Road Roundabout

Arm	2012 Base				2031 with Development			
	AM		PM		AM		PM	
	RFC*	Queue**	RFC	Queue	RFC	Queue	RFC	Queue
B4100 northern approach	0.478	0.9	0.402	0.7	0.709	2.4	0.654	1.9
A4095 eastern approach	0.441	0.8	0.555	1.2	0.634	1.7	0.897	8.1
Banbury Rd southern approach	0.365	0.6	0.351	0.5	0.602	1.5	1.543	229.0
A4095 western approach: Left turn	0.102	0.1	0.144	0.2	0.125	0.1	0.184	0.2
A4095 western approach: Ahead and Right turn	0.636	1.7	0.791	3.7	1.061	56.5	0.871	6.1

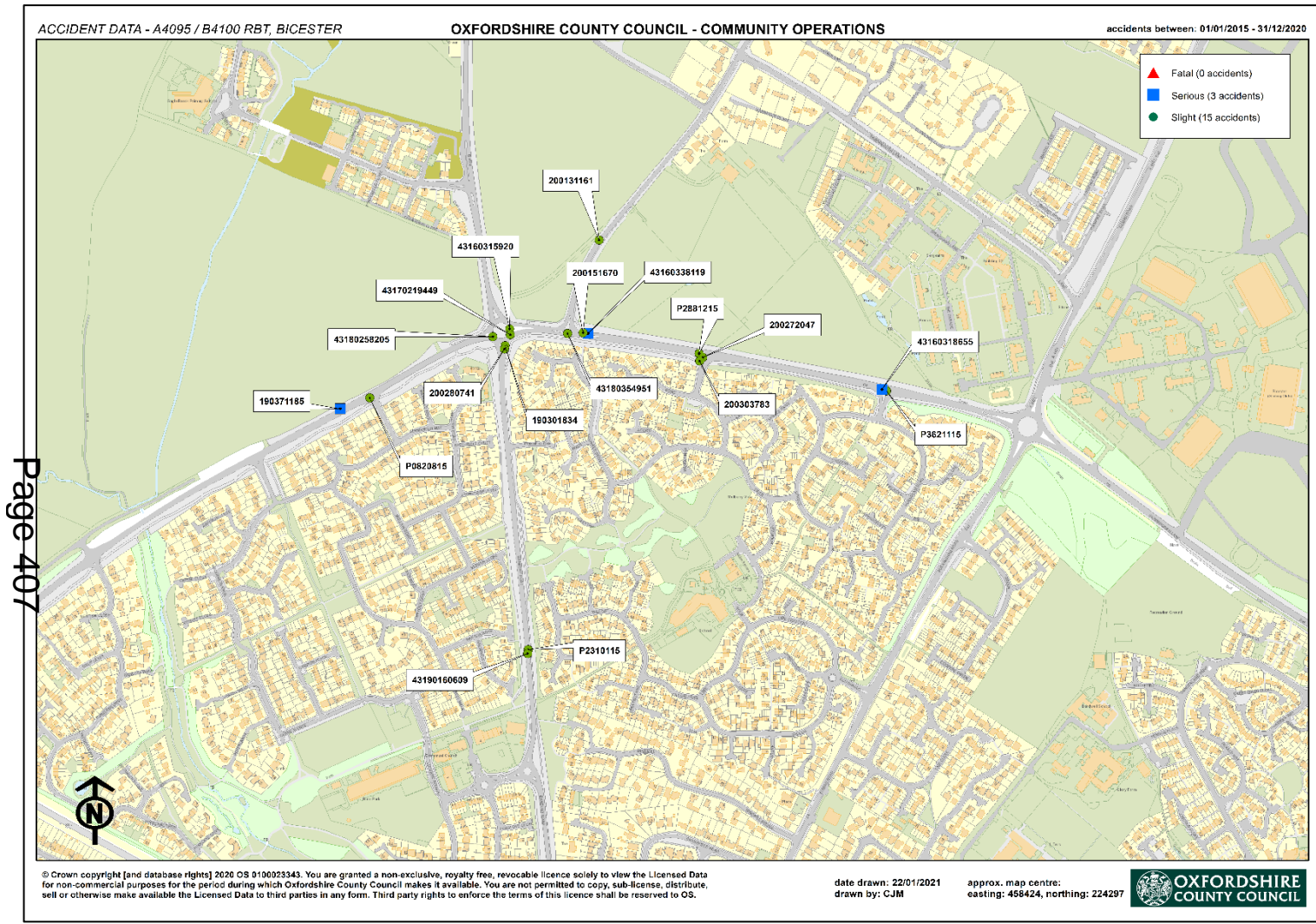
Source: NW Bicester Application 1: Land North of the Railway Line Transport Assessment (Hyder Consulting UK Limited-2212959)

* Ratio of Flow to Capacity (RFC)

** Queue measured in number of vehicles

Collisions

- 3.3.53 Figure 24 shows the location and severity of crashes (personal injury collisions) near the study area, based on STATS19 verified data between 2015-2019 in addition to provisional data from 2020.
- 3.3.54 A total of 18 collisions were recorded between the years of 2015-2020, out of which 15 were slight and 3 were severe. The majority of these collisions were due to behaviour factors and not road geometry factors. There is a cluster of accidents at the A4095 / B4100 roundabout which could be considered a hot spot. In total, 5 collisions were recorded at the roundabout, 2 of which involved cyclists. One of the collisions involving a cyclist occurred at the informal crossing just south of the roundabout on Banbury Road.
- 3.3.55 The Scheme will result in a new junction layout which will provide an opportunity to implement a safe design option to help reduce the number of collisions (such as by following design guidelines including Design manual for Roads and Bridges and DfT's Cycle Infrastructure Design: Local Transport Note 1/20).



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Figure 24. Location and Severity of Collisions (2015-2020)

Source: Oxfordshire County Council

Environmental Conditions

3.3.56 There are a number of environmental designations in Bicester, including an Air Quality Management Area (AQMA) incorporating sections of Kings End, Queens Avenue, Field Street, and St Johns Street in the town centre (Figure 25). An AQMA is an area where, based on review and assessment of air quality, the local authority has judged that it is unlikely to achieve the national air quality objectives. As a result of exceedances of the annual mean Limit Value for nitrogen dioxide (NO₂), an AQMA was declared in Bicester in 2015.

3.3.57 Figure 25 shows other environmental designations across Bicester, such as the Local Nature Reserve in Bure Park and the Local Wildlife Site at Bicester Airfield to the northeast of Bicester. Bicester Airfield includes areas of species-rich grassland. However, as can be seen in Figure 25, neither of the environmental designations fall within the study area. In addition, there are no noise important areas in the study area, nor identified flood zones or scheduled monuments or listed buildings.

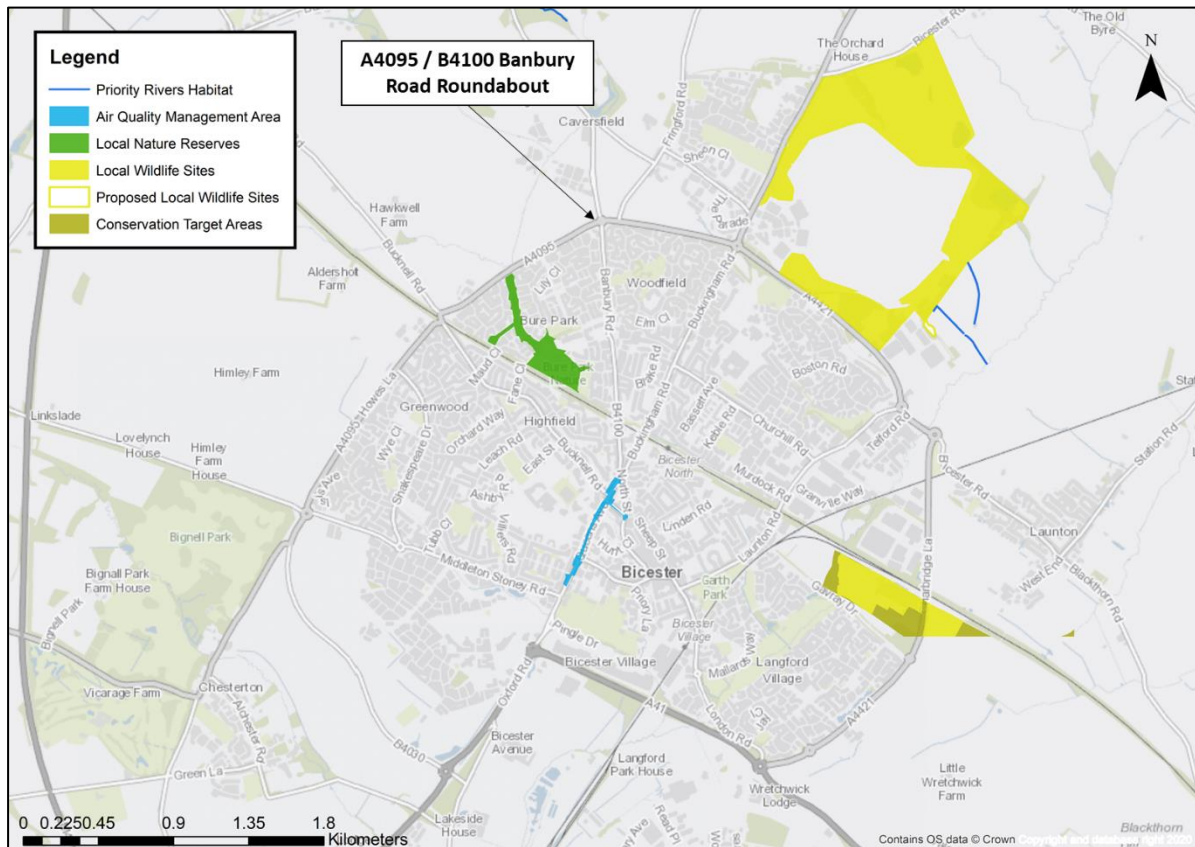


Figure 25. Environmental Designations

Source: Oxfordshire County Council; DEFRA; Natural England; AECOM @ Crown Copyright and database right 2021

3.3.58 There is a hedgerow at the northwest corner of the A4095 / B4100 Banbury Road roundabout (Figure 26). Any impacts on the hedgerow may need to be mitigated.



Figure 26. Environmental Constraint – Hedgerow

Source: Google Earth Pro™ imagery in the form of Google Map™ and Google Streetview™ have been used, unmodified, within this document. This imagery has been used within the extents of the AECOM license agreement with Google

3.4 Identifying the Need for Intervention

- 3.4.1 The analysis to date has demonstrated that there are significant forecast capacity challenges at the A4095 / B4100 Banbury Road roundabout. The ARCADY modelling forecasts queueing of up to 57 vehicles on the A4095 western approach in the AM peak, and 229 vehicles on the Banbury Road southern approach in the PM peak. Without intervention, there will be significant negative impacts on the highway network at and around the roundabout, which would have wider negative impacts, for example on journey times, emission levels and attractiveness for investment.
- 3.4.2 These challenges are situated in an area that is expected to change considerably in the next 10 to 20 years given the development coming forward at North West Bicester and the policy emphasis, at North West Bicester and across Bicester as a whole, on encouraging mode shift away from car use to more sustainable modes, particularly walking, cycling and bus use.
- 3.4.3 The A4095 / B4100 Banbury Road roundabout lies at the south-eastern corner of North West Bicester, a Strategic Development Site, and therefore has a strong geographical and functional relationship with the site. Its proximity also means that the nature of intervention to resolve the forecast capacity issues at the roundabout needs to take account of the transport policy targets at North West Bicester.
- 3.4.4 Thus, intervention is needed to:
- **Support the growth of homes and jobs, especially at North West Bicester:** North West Bicester is identified as a Strategic Development Site in Cherwell District Council's Local Plan, with 3,293 homes and 3,000 jobs expected to be delivered by 2031 (in total the site has capacity for 6,000 homes);
 - **Address forecast capacity issues at the roundabout:** Significant capacity and congestion issues are forecast at the roundabout, which could hinder growth across Bicester and at North West Bicester especially;
 - **Mitigate the impact of vehicular traffic issues on growth and the urban environment:** The forecast congestion issues are likely to worsen air quality and increase noise, with negative impacts on the urban environment and nearby communities;

- **Reduce carbon emissions from transport:** Motorised travel is associated with carbon emissions and other pollutants which exacerbates climate change and negatively impacts on people's health. National, regional and local policies emphasise the need to reduce carbon emissions from travel;
- **Encourage modal shift to sustainable travel:** There is a clear potential for more trips to be undertaken by sustainable modes, especially walking and cycling. Local policies emphasise the need to encourage a shift to sustainable travel; and
- **Reduce casualties and dangers associated with travel.**

3.4.5 As such, the analysis of challenges to date has demonstrated the need for interventions to address the issues and ensure the area has transport provisions suitable for the intended increase in housing and jobs at North West Bicester.

3.4.6 The next chapter sets out the project objectives that have been developed on the basis of the identified challenges and existing policies, both local and national.

4 Development of Project Objectives

4.1 Project Objectives

- 4.1.1 Following the review of the challenges and need for intervention to address these for Bicester and the planned developments, and the review of the goals and objectives set out in LTP4 and local plans, a set of localised objectives specific to the study were created. They were developed to address the specific problems identified in existing work and also to take into account the relevant County and District goals and objectives.
- 4.1.2 Whilst all these plans include proposed interventions and potential options, these were not taken into account in formulating the Scheme's objectives. Instead, the key challenge and priorities were distilled, and objectives created accordingly.
- 4.1.3 The objectives were agreed in consultation with Oxfordshire County Council.
- 4.1.4 The objectives are shown in Table 8, where they are mapped against the relevant national, regional and local policies, thereby demonstrating close alignment with policy.

Table 8. Alignment between Project Objectives and Key Policy Documents

Number	Objective	Challenge Summary	Measure of Success	Mapping to Key Policy Objectives		
				National Policy	Regional Policy	Local Policy
1	Support the growth of new homes and jobs, and increase economic vitality	Cherwell will deliver an increase of 22,840 homes by 2031, a significant proportion of which will be centred in Bicester and especially at North West Bicester, a Strategic Development Site connected to the study area. Up to 6,000 homes and 3,000 jobs are committed at the site.	Delivery of homes and jobs	National Infrastructure Strategy; Transport Investment Strategy	Strategic Economic Plan; Oxfordshire Local Industrial Strategy; Oxfordshire's Housing and Growth Deal; Connecting Oxfordshire Local Transport Plan 4	Active and Healthy Travel Strategy; Cherwell District Council's Local Plan
Page 412	Provide a resilient solution which addresses the forecast levels of congestion at the A4095 / B4100 Banbury Road roundabout	Significant capacity issues are forecast at the A4095 / B4100 Banbury Road roundabout. Modelling predicts queues of up to 57 vehicles on the A4095 western approach in the AM peak, and 229 vehicles on the Banbury Road southern approach in the PM peak. This is expected to have wider negative impacts, for example on journey times, emission levels and attractiveness for investment.	No increase in queueing along the approaches to the A4095 / B4100 Banbury Road	Transport Investment Strategy	-	Bicester Area Transport Strategy; Active and Healthy Travel Strategy
	Mitigate the impact of vehicular traffic issues at the A4095 / B4100 Banbury Road roundabout on communities and the urban environment	The forecast congestion and queueing are expected to have adverse effects on nearby communities and the urban environment, especially in terms of air quality, noise, health and visual impacts.	No adverse environmental impacts	National Planning Policy Framework	Strategic Economic Plan; Connecting Oxfordshire Local Transport Plan 4	Active and Healthy Travel Strategy; Cherwell District Council's Local Plan
4	Reduce carbon emissions from transport in the town	Motorised travel is associated with carbon emissions and other pollutants which exacerbates climate change and negatively impacts on people's health. National, regional and local policies	Reduced carbon emissions	Gear Change	Connecting Oxfordshire Local Transport Plan 4	Active and Healthy Travel Strategy

Number	Objective	Challenge Summary	Measure of Success	Mapping to Key Policy Objectives		
				National Policy	Regional Policy	Local Policy
		emphasise the need to reduce carbon emissions from travel.				
5	Encourage alternative forms to car use where suitable including public transport, active travel and smarter choices	Given the contained nature of Bicester and the high proportion of internal trips, there is a clear potential for a larger proportion of trips to be made by sustainable modes. Local policies, both across Bicester and at North West Bicester, require enhancement and encouragement of sustainable travel choices, in particular active travel.	Mode shift to walking, cycling and bus use	Transport Investment Strategy; Gear Change	-	Bicester Area Transport Strategy; Active and Healthy Travel Strategy; Cherwell District Council's Local Plan; Bicester Sustainable Transport Strategy; Bicester Local Cycling and Walking Infrastructure Plan
	Reduce casualties and dangers associated with travel	While relatively few accidents have occurred in the study area in recent years, road safety is expected to decrease given the forecast capacity issues at the roundabout. Road safety is a key concern in the Connecting Oxfordshire Local Transport Plan 4.	Reduced number of accidents	The Road Safety Statement 2019: A Lifetime of Road Safety	Connecting Oxfordshire Local Transport Plan 4	-

5 Option Development and Sifting

5.1 Introduction

5.1.1 This chapter discusses the option development method and assessment framework developed to sift the options, including the results of each sifting step. The assessment framework has been developed in accordance with the Department for Transport's Transport Appraisal Process (2018) and the Early Assessment Sifting Tool (EAST) Guidance (2017).

5.1.2 The options have been derived based on:

- Assessment of current and forecast travel patterns, development and growth, and identified challenges, especially the forecast capacity issues at the A4095 / B4100 Banbury Road roundabout and the Eco-town mode shift aspirations at the North West Bicester development site (summarised in Section 3 of this report);
- Review of previous and current proposals from the relevant local authorities and stakeholders;
- Consultation with Oxfordshire County Council officers and stakeholders; and
- Professional judgement based on experiences elsewhere and within Oxfordshire.

5.1.3 It is recognised that options could be packaged in order to provide an optimum solution to the identified problems and achieve the scheme objectives. However, funding, financing and affordability as well as deliverability will need to be taken into account for not just single options but also potential packages. Delivery may be dependent on different agencies, developers and funding sources, and completion and sign-off of other emerging strategies.

5.1.4 Options that are sifted out may still perform well either as part of an overall package; to address other specific issues such as new developments; or following implementation of other options.

5.2 Methodology

5.2.1 To ensure that a robust option generation and appraisal process was undertaken, one which considered a wide range of options and was not biased towards a pre-determined option type, a three-step option generation and four-step sifting process was adopted. The option generation and appraisal process is outlined in Figure 27 and discussed in more detailed throughout this section.

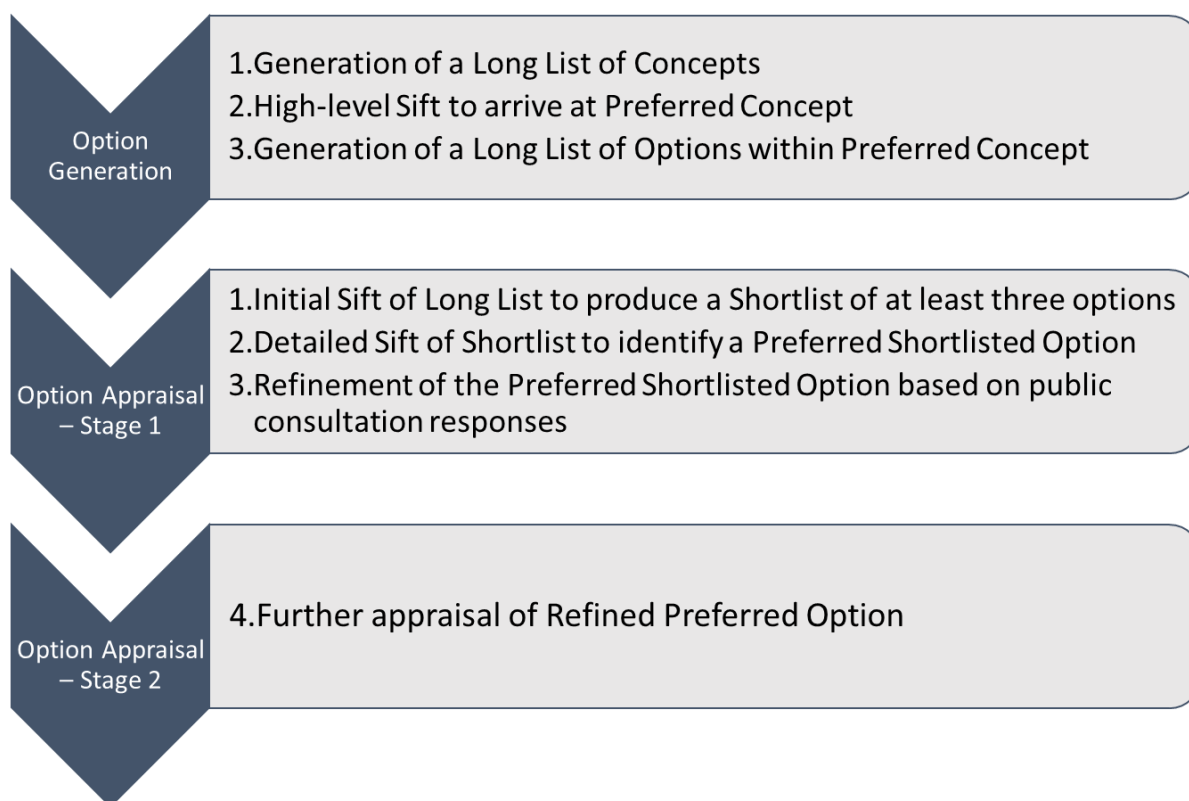


Figure 27. Option Generation and Appraisal Process

Option Generation

5.2.2 A three-step option generation process based on concepts was adopted. A concept is a broad category of intervention types, such as highways improvement, active travel provision, and demand management initiatives. The generation of a list of concepts allowed for the identification of a range of intervention types that could address the project objectives. This process was informed by the current and future context analysis, policy review, and project objectives, thereby generating broad concepts that could address the identified challenges and policy priorities.

5.2.3 The option generation process is set out in Table 9.

Table 9. Option Generation Process

Step	Purpose	Description
1	Generation of a Long List of Concepts	Generation of a Long List of concepts that are likely to achieve the project objectives and address identified challenges.
2	High-level Sift to determine which Concept is suitable	High-level sift against project objectives in addition to affordability, technical complexity, and acceptability criteria.
3	Generation of a Long List of options within the Preferred Concept	Based on the Preferred Concept, generation of a Long List of options.

5.2.4 The high-level sift of concepts consisted of scoring against project objectives as well as an assessment against affordability, technical complexity, and acceptability criteria. The intention was to sift down to a Preferred Concept, based on which a Long List of options could be generated.

5.2.5 The criteria and scoring for the high-level sift are set out in Table 10.

Table 10. High-level Concept Sift

Criteria	Description	Scoring
Project objectives	Agreed project objectives – each of the six objectives will be scored separately	Scores between 2 and -2: Very good fit (2)/ Good fit (1)/ Neutral or negligible impact (0)/ Poor fit (-1)/ Very poor fit (-2)
Affordability	Considers cost of implementation and operation and whether these are affordable through current funding arrangements	Scores between 2 and -2: No risk of exceeding budget (2) to Significantly over budget (-2)
Technical complexity	Considers practical feasibility of an option in terms of engineering and complexity	Scores between 2 and -2: Straightforward to build and/or maintain (2) to Very complex to build and/or maintain (-2)
Acceptability	Considers the challenges around gaining consent for the project, stakeholder and public support	Scores between 2 and -2: Very likely to be acceptable by public or stakeholders (2)/ Likely to be acceptable by public or stakeholders (1)/ Neutral/ Unknown (0)/ Unlikely to be acceptable by public and stakeholders (-1)/ Open to challenge (-2)

5.2.6 Professional judgement was used to inform the assessment of concepts against the identified criteria and to generate a Long List of options, within the Preferred Concept, that could address the identified challenges and project objectives.

Option Appraisal

5.2.7 Once a Long List of options was generated, a four-step sifting process was undertaken, as set out in Table 11.

Table 11. Sifting Process

Sifting Step	Sift Purpose	Sift Method
Sift 1 – Initial Sift	Initial Sift of Long List of options to get to a Shortlist of at least three options	Strategic Sift against project objectives and against affordability, deliverability, acceptability, and technical complexity criteria
Sift 2 – Detailed Sift	Detailed Sift of the Shortlisted options to arrive at a Preferred Shortlisted Option	More detailed analysis and sift against strategic, economic, financial, management and commercial cases to create a Preferred Shortlisted Option, using traffic modelling results where possible
Refinement	Refinement of the Preferred Shortlisted Option based on public consultation responses	Analysis of the public and stakeholder consultation responses and subsequent revision of the Preferred Shortlisted Option design to address the key consultation themes
Sift 3 – Further Appraisal	Further appraisal of the Refined Preferred Option	Assessment of the Refined Preferred Option in line with the methodology set out in the Appraisal Specification Report (ASR)

5.2.8 Sift 1 consisted of a Strategic Sift against project objectives as well as an assessment against affordability, deliverability, acceptability and technical complexity criteria. The

criteria and scoring are set out in Table 12. The intention was to sift down to about three options that could then be taken forward to public consultation.

Table 12. Sift 1 Criteria

Criteria	Sub-criteria	Description	Scoring
Project objectives	Project objectives	Agreed project objectives – each of the six objectives were scored separately	Scores between 2 and -2: Very good fit (2)/ Good fit (1)/ Neutral or negligible impact (0)/ Poor fit (-1)/ Very poor fit (-2)
Perceived Feasibility	Affordability	Considers cost of implementation and operation and whether these are affordable through current funding arrangements	Scores between 2 and -2: No risk of exceeding budget (2) to Significantly over budget (-2)
	Deliverability	Concentrates on the dependency of the option and interface risk in relation to other projects, network disruption during construction, timescale of delivery during design phase, contractual complexity, land requirements and risks	Scores between 2 and -2: Significant deliverability (2)/ Reasonable deliverability (1)/ Neutral (0)/ Some risks related to deliverability (-1)/ Considerable risks related to deliverability (-2)
	Acceptability	Considers the challenges around gaining consent for the project, stakeholder and public support	Scores between 2 and -2: Very likely to be acceptable by public or stakeholders (2)/ Likely to be acceptable by public or stakeholders (1)/ Neutral/ Unknown (0)/ Unlikely to be acceptable by public and stakeholders (-1)/ Open to challenge (-2)
	Technical complexity	Considers practical feasibility of an option in terms of engineering and complexity	Scores between 2 and -2: Straightforward to build and/or maintain (2) to Very complex to build and/or maintain (-2)

5.2.9 The lowest scoring options were ruled out after Sift 1, based on discussion between the wider project team and Oxfordshire County Council, forming a Shortlist of three options.

5.2.10 The Shortlisted options were taken forward to public consultation. As a result of the Covid-19 pandemic, the consultation took place digitally via Oxfordshire County Council's Consultations Home webpage between 19th March and 9th April 2021.

5.2.11 Sift 2 involved an assessment against strategic, economic, financial, management and commercial criteria (Table 13). The Early Assessment Sifting Tool (EAST) provided the framework for this process and high-level criteria aligned with DfT's Option Assessment Framework were identified. The more detailed criteria for each case are

listed in Appendix A. The intention was to sift down to one Preferred Shortlisted Option that could be refined further based on the public consultation responses.

Table 13. Sift 2 Criteria

Criteria	Description	Scoring
Strategic Case	Fit with project objectives and wider transport and government objectives	Scores between 2 and -2:
Economic Case	The scale of benefits arising from the improved transport network in terms of connectivity, reliability, resilience, housing, economic impacts, environmental and social impacts	Very good fit (2)/ Good fit (1)/ Neutral or negligible impact (0)/ Poor fit (-1)/ Very poor fit (-2)
Financial Case	Assessment of infrastructure capital costs, operating and maintenance costs	
Management Case	Assessment of option feasibility and stakeholder and public accessibility	
Commercial Case	Flexibility of an option, funding and income potential	

5.2.12 Each case had a number of sub-criteria, with the intention that these would be more fully developed using available data and modelling as the project progressed.

5.2.13 To inform the assessment, detailed drawings were produced for each of the options scored against the Sift 2 criteria.

5.2.14 The third step of the sifting process involves further appraisal of the Refined Preferred Option in line with the methodology set out in the Appraisal Specification Report (ASR), including more detailed modelling.

5.3 Option Generation

5.3.1 This section presents the results from the option generation process, in which a Long List of concepts was generated, which was then sifted down to identify a Preferred Concept that formed the basis for the generation of a Long List of options.

5.3.2 The Long List of concepts was initially developed by the project team and discussed with OCC for their feedback. Table 14 provides the list of concepts generated.

5.3.3 In generating the concepts, different forms of interventions were broadly categorised into concepts, considering:

- Infrastructure based interventions;
- Operational and service based interventions;
- Mode specific interventions;
- Demand based interventions; and
- Location specific interventions.

Table 14. Long List of Concepts

Number	Concept	Description
1	Pedestrian and cycle network	Infrastructure based interventions to enhance and/or provide new pedestrian and cycle network. E.g. shared use paths, crossings, which may or may not be segregated.
2	Bus service improvements	Service based interventions to improve the bus service provision. E.g. changes to service network, greater service frequency (on new and/or existing routes).
3	Bus priority network	Infrastructure based interventions to provide bus priority. E.g. Bus Rapid Transit system, dedicated bus lane(s), Park & Ride, public transport network of autonomous vehicles.
4	New rail station	Infrastructure based intervention providing a new station to improve access to railway network.
5	New highway	Infrastructure based interventions to increase highway capacity through provision of a new road. E.g. introduction of a link road or bypass.
6	Capacity improvements on existing highway	Infrastructure based interventions to provide additional highway capacity. E.g. additional lane(s).
7	Junction capacity improvement	Infrastructure based interventions to improve junction capacity for all road users. E.g. increased capacity of roundabout, signalised junction.
8	Travel planning	Demand based interventions to encourage people to travel less and/or more sustainably. E.g. bike training scheme, sustainable travel vouchers. This also includes interventions to encourage businesses and their staff to travel more sustainably to work. E.g. workplace parking levy, cycle to work scheme, electric vehicle charging points.
9	On-demand sharing scheme	Demand based interventions to encourage people to travel smarter using on-demand sharing schemes. E.g. sharing schemes for use of cars (including electric vehicles) and cycles.
10	Demand management through pricing/charging	Pricing/charging based interventions to encourage people to travel less and/or more sustainably. E.g. workplace parking levy, congestion charging.

5.3.4 Each of the longlisted concepts were assessed against the criteria outlined in Table 10, with their sifting scores calculated and thereafter ranked. The total ranking score was derived by providing equal weight to the individual criteria. In Table 15, the high-level sift score ranking is presented for all the concepts. If concepts scored the same, they share the same ranking position. Detailed scoring for each concept is provided in Appendix B. The best ranking concepts were 'Pedestrian and cycle network' (concept #1) and 'Junction capacity improvement' (concept #7).

Table 15. High-level Sift Score Ranking

Number	Concept	Total Rank
1	Pedestrian and cycle network	1
2	Bus service improvements	3
3	Bus priority network	6
4	New rail station	8
5	New highway	10
6	Capacity improvements on existing highway	9
7	Junction capacity improvement	1
8	Travel planning	4
9	On-demand sharing scheme	4
10	Demand management through pricing/charging	7

5.3.5 In assessing the Long List of concepts, consideration was also given to other interventions, plans and programmes coming forward in Bicester. As discussed in Section 2.3.1, the wider transport strategy in Bicester focuses on encouraging sustainable travel, as set out in the Bicester Area Transport Strategy (2016), the Infrastructure Delivery Plan to Cherwell District Council's Local Plan 2011-2031 (2015), Bicester Local Cycling and Walking Infrastructure Plan (2020), Eco Bicester One Shared Vision (2010), and the North West Bicester Supplementary Planning Document (2016). Key transport measures promoted across these policy documents include:

- Highway capacity improvements to peripheral routes;
- A4095 rail bridges – providing two underpasses, one for motorised traffic and one for pedestrians and cyclists, to the railway line near the Howes Lane / Bucknell Road junction;
- A4095 realignment – realignment of Howes Lane between Middleton Stoney Road roundabout to approximately 500 metres from the A4095 / B4100 Banbury Road roundabout, including provision for pedestrians and cyclists;
- Bus only link west of Howes Lane as part of the A4095 realignment scheme;
- East-West Rail Phase 2 (Phase 1 having been completed in 2016) – Oxford to Milton Keynes, Bletchley to Bedford;
- Electric vehicle initiatives;
- Car club;
- Footpaths and cycle paths through the North West Bicester development site and connecting to the A4095 and B4100;
- Pedestrian and cycle provision across Bicester; and
- Public realm improvements in the town centre.

5.3.6 Existing transport proposals fall within the broader concept categories of highway capacity improvements, bus priority network, pedestrian and cycle network, and wider demand-based interventions, such as the car club and electric vehicle initiatives. As such, it is clear that these concepts have been considered in previous work to date and the relative benefit of taking forward additional interventions within these concepts was questioned.

5.3.7 Given the outcome of the high-level sift and consideration of forthcoming measures, a junction capacity improvement (concept #7) with infrastructure to support / enhance pedestrian and cyclist movements was taken forward as the Preferred Concept. The

Preferred Concept formed the base upon which an additional option generation exercise was undertaken to generate a Long List of options.

- 5.3.8 The Long List of options was initially developed in a workshop with the technical disciplines of the project team and thereafter discussed with OCC for their feedback. Table 16 provides the list of options generated. A total of 13 options were developed.

Table 16. Long List of Options

Number	Option	Description
1	Retrofit of existing roundabout	Retain existing roundabout geometry and provide pedestrian and cyclist crossing facilities close to the roundabout.
2	Dutch style roundabout with pedestrian and cyclist crossings close to the roundabout	The Dutch style roundabout has large zebra crossings at the entries and exits. Cyclists are given a dedicated lane through the roundabout and have right of way. To promote lower speeds, the entries and exits for motorised traffic are narrower than in a standard roundabout.
3	Higher capacity roundabout with pedestrian and cyclist crossings away from the roundabout	The roundabout would be increased in size to provide more road capacity. The shared use path on the north side of A4095 western approach road is provided within the North West Bicester development site to minimise impact on the existing hedgerow around the roundabout. Pedestrian and cyclist crossings are provided away from the roundabout, in a similar position to existing crossing facilities and will be improved where possible.
4	Higher capacity roundabout with pedestrian and cyclist crossing facilities close to the roundabout	The roundabout would be increased in size to provide more road capacity, similar to Option 3, but with crossing facilities for pedestrians and cyclists provided closer to the junction, compared to the existing provision. Crossings unlikely to be single stage due to size of roundabout to provide for capacity improvements.
5	Higher capacity roundabout with A4095 underpasses for pedestrians and cyclists	The roundabout would be increased in size to provide more road capacity, similar to Option 3, with pedestrian and cyclist crossing facilities provided via underpasses of the A4095 near the A4095 / B4100 junction.
6	Higher capacity roundabout with pedestrian and cyclist bridge crossings of A4095	The roundabout would be increased in size to provide more road capacity, similar to Option 3, with pedestrian and cyclist crossing facilities provided via foot/cycle bridges of the A4095 near the A4095 / B4100 junction.
7	Shared space roundabout	The shared space roundabout involves less formal integration between modes through the removal or reduction of priority and physical divides between users. Provision for cyclists is generally not segregated from motorised traffic or pedestrians, allowing different road users to mix. Formal crossing facilities for pedestrians and cyclists are generally not provided.
8	Turbo roundabout with crossing facilities away from the junction	Design enables separation between the circulatory lanes, providing a spiralling flow of traffic which requires drivers to choose their direction before entering the roundabout. Crossing facilities provided away from the junction, in a similar position to existing crossing facilities.
9	Signalised roundabout with crossing facilities close to the roundabout	Standard signalised roundabout with pedestrian and cyclist crossing facilities provided close to the roundabout. Crossings unlikely to be single stage due to size of roundabout to provide for capacity improvements.
10	CYCLOPS junction with pedestrian and cyclist crossings close to the junction	The CYCLOPS (Cycle Optimised Protected Signals) junction is a type of signalised junction which includes a radial segregated cycle track that encircles the junction. Cyclists can turn right while being protected from traffic, and can make this manoeuvre in one movement (subject to signal timings). Pedestrians cross

Number	Option	Description
		the cycle track to refuges where they can access direct crossings over each arm of the junction. The pedestrian and cyclist crossings are provided close to the junction
11	Signalised junction with bus priority and pedestrian and cyclist crossings close to the junction	The signalised option is a standard signalised crossroads junction, with two lane entries at a minimum. Signalisation allows for signal priority for buses approaching the junction, minimising delay for future bus services. Pedestrian and cyclist crossings can be provided close to the junction.
12	Signalised junction with dedicated bus lane and crossing facilities close to the junction	Signalised crossroads junction with dedicated bus lane and signal priority for buses. Pedestrian and cyclist crossings can be provided close to the junction.
13	At grade Hamburger junction with pedestrian and cyclist crossings close to the junction	A type of signalised roundabout in which the main road passes through the centre of the roundabout, with crossing facilities close to the junction. Crossings unlikely to be single stage due to size of roundabout to provide for capacity improvements.

5.4 Sift 1 – Initial Sift

- 5.4.1 This section presents the results from sift 1, the initial sift, in which the Long List of options was assessed to identify a Shortlist of three options.
- 5.4.2 Each of the Longlisted options identified in Table 16 were assessed against the criteria outlined in Table 12, with their sifting scores calculated and combined to overall totals for the project objectives and perceived feasibility sift. In Table 17, the sift 1 scores are presented for all the longlisted options (with the three shortlisted options highlighted in grey). Detailed scoring for each option is provided in Appendix C.
- 5.4.3 The Longlisted options were initially scored by the project team and thereafter discussed with OCC for their feedback.
- 5.4.4 It should be noted that as the Longlisted options are more detailed than the concepts assessed in the High-level Sift, the scores against project objectives and the perceived feasibility criteria for the Longlisted options will differ from the scores assigned to the 'junction capacity improvement' and concept in the High-level Sift.

Table 17. Sift 1 Score Results

Number	Option	Score for Objectives	Score for Perceived Feasibility
1	Retrofit of existing roundabout	-3	1
2	Dutch style roundabout with pedestrian and cyclist crossings close to the roundabout	-1	2
3	Higher capacity roundabout with pedestrian and cyclist crossings away from the roundabout	2	2
4	Higher capacity roundabout with pedestrian and cyclist crossing facilities close to the roundabout	1	-1
5	Higher capacity roundabout with A4095 underpasses for pedestrians and cyclists	2	-3
6	Higher capacity roundabout with pedestrian and cyclist bridge crossings of A4095	3	-3
7	Shared space roundabout	-2	-2
8	Turbo roundabout with crossing facilities away from the junction	3	-1
9	Signalised roundabout with crossing facilities close to the roundabout	6	-5
10	CYCLOPS junction with pedestrian and cyclist crossings close to the junction	7	1
11	Signalised junction with bus priority and pedestrian and cyclist crossings close to the junction	7	3
12	Signalised junction with dedicated bus lane and crossing facilities close to the junction	4	-3
13	At grade Hamburger junction with pedestrian and cyclist crossings close to the junction	6	-5

5.4.5 To identify the options to take forward in the Shortlist, a qualitative assessment of the Sift 1 results was undertaken by the project team and in consultation with OCC, specifically assessing which options would be feasible to deliver, be affordable and likely to meet the project objectives. This exercise involved consideration against all project objectives (including both capacity and growth related objectives, and those more focussed on sustainable travel and carbon emissions) and all four criteria in the perceived feasibility sift. Three Longlisted options produced an overall positive score for both project objectives and perceived feasibility. They were options #3, #10 and #11, as identified in Table 17. These three Longlisted options formed the Shortlisted options. These options and the justification for why they were taken forward is presented in Table 18. All three options are considered to be feasible to deliver and affordable.

Table 18. Shortlisted Options

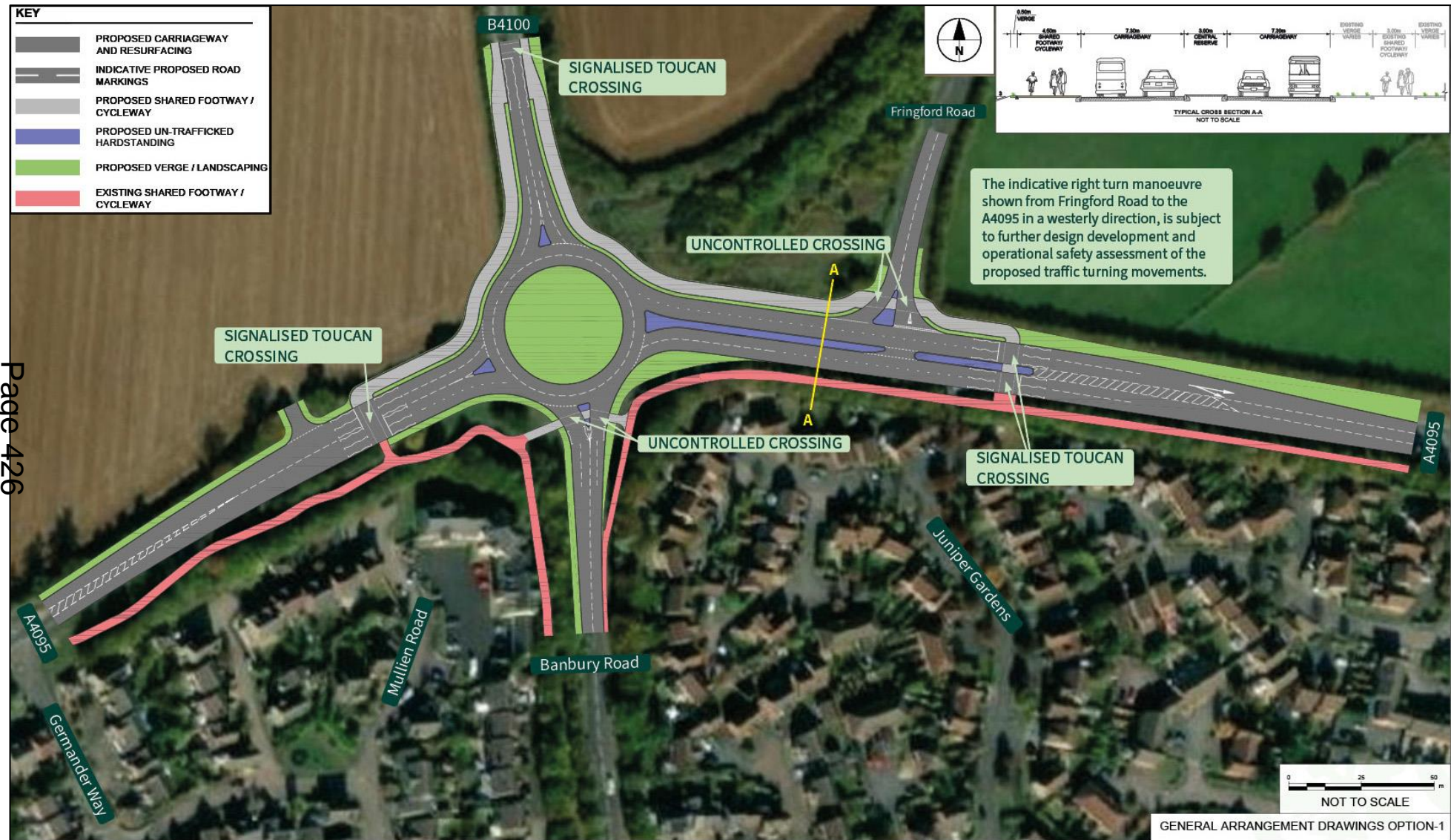
Number	Option	Long List #	Justification for Selection
1	Higher capacity roundabout with pedestrian and cyclist crossings away from the roundabout	3	This option is likely to increase road capacity for motorised vehicles which will improve the flow of traffic, and therefore helps to mitigate the impact of growth. While crossing facilities for pedestrians and cyclists will be enhanced where possible, the crossing locations are not close to some of the desire lines.
2	Signalised junction with bus priority and pedestrian and cyclist crossings close to the junction	11	This option is likely to increase road capacity for motorised vehicles and therefore helps to mitigate the impact of growth. It promotes sustainable travel through safe and convenient crossings for pedestrians and cyclists. Signalisation allows for signal priority to buses approaching the junction, minimising delay for future bus services. As this option provides crossings that tie in with the surrounding off-road cycle network, there is less provision for cyclists approaching the junction on the carriageway, compared to the CYCLOPS option (option #3). Cycle movements crossing the road may take longer in some instances, as it will take two stages to cross two arms of the junction.
3	CYCLOPS junction with pedestrian and cyclist crossings close to the junction	10	By minimising delay for pedestrians and cyclists, this option promotes travel by walking and cycling and therefore encourages sustainable travel. It improves protection for pedestrians and cyclists from motorised traffic. While enhancing pedestrian and cyclist crossings, the option preserves the capacity for motorised vehicles at the junction as much as possible. Signalisation allows for signal priority to buses approaching the junction, minimising delay for future bus services. This option is not likely to increase capacity for motorised vehicles to the same extent as the other two options.

5.5 Sift 2 – Detailed Sift

Introduction

- 5.5.1 This section presents the results from Sift 2, the detailed sift, in which the Shortlisted options were assessed to identify a Preferred Shortlisted Option.
- 5.5.2 Detailed drawings were developed for each of the Shortlisted options identified in Table 18 and they were assessed against the criteria outlined in Table 13 (the more detailed criteria are provided in Appendix A). The drawings are provided in Figure 28, Figure 29 and Figure 30.
- 5.5.3 Initially, the wider project team, including all the technical disciplines, discussed the Shortlisted options and identified the sifting scores based on assessment undertaken by the technical disciplines. These scores were then modified in consultation with OCC and during a workshop with OCC on 13th April 2021.
- 5.5.4 It should be noted that scoring of the options was based on pre-mitigation conditions, i.e. not considering the extent to which negative impacts could be mitigated or how the options may score following mitigation. This was done as incorporating mitigation would have required further technical consideration and the implementation may have had other secondary effects, such as impact on costs and technical deliverability.

5.5.5 The Shortlisted options were taken forward to public consultation. As a result of the Covid-19 pandemic, the consultation took place digitally via Oxfordshire County Council's Consultations Home webpage between 19th March and 9th April 2021. The outcome of the public consultation fed into the scoring of the Shortlisted options and the development and identification of the Refined Preferred Option.



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Figure 28. Option 1 Drawing – Higher Capacity Roundabout

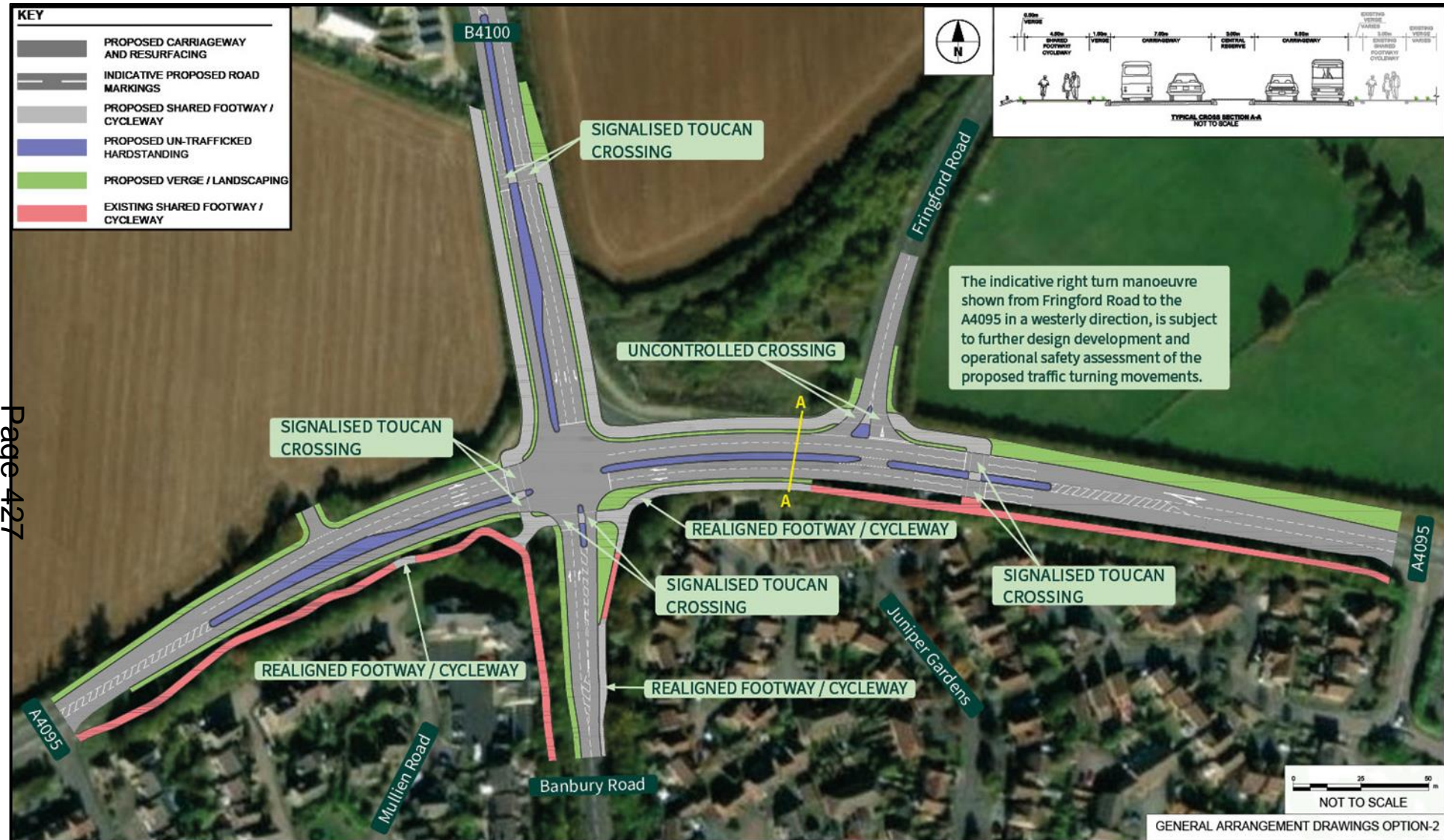


Figure 29. Option 2 Drawing – Signalised Junction

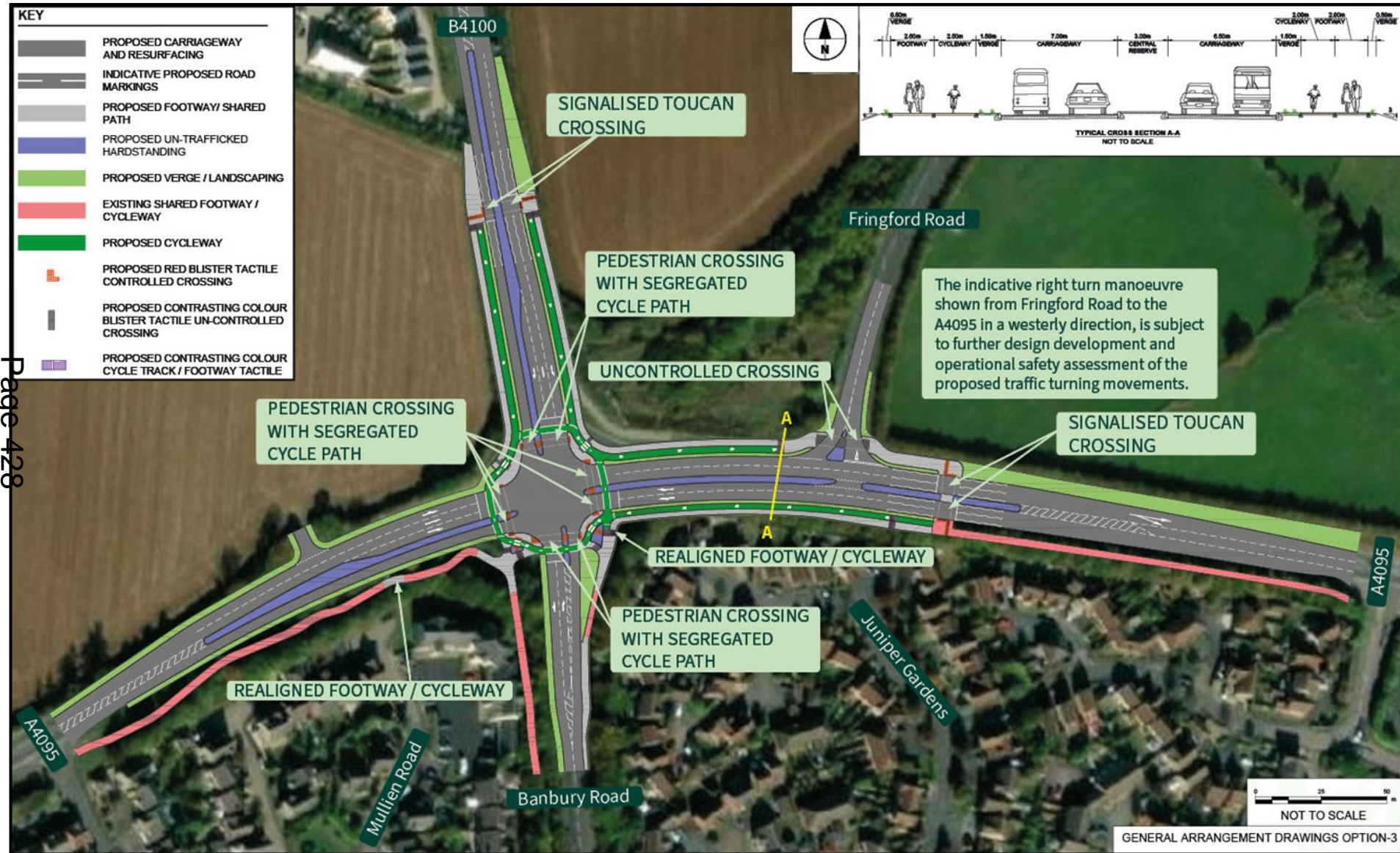


Figure 30. Option 3 Drawing – CYCLOPS Junction

Sift 2 Input

5.5.6 This section discusses the evidence and approach used to score the three Shortlisted options. More details on the outcome of Sift 2, including tables of the scores against each criterion, are provided in Appendix D.

Transport Planning

5.5.7 The transport planning team conducted its scoring of the three Shortlisted options based on the following evidence:

- Qualitative appraisal using the option layouts and professional judgement; and
- Sift 2 input provided by the other disciplines.

5.5.8 Transport planning input was required for the strategic case criterion 'S1. Project objectives'; and the economic case criteria 'E2. Impact on the environment' and 'E3. Impact on society'.

5.5.9 Two of the project objectives (under strategic case criterion 'S1. Project objectives') were scored by the transport planning team, specifically project objective #3 around mitigating the impact of vehicular traffic on communities and the urban environment, and objective #6 about reducing the dangers associated with travel. These objectives were scored based on sift 2 input provided by the environment and highways design teams, respectively.

5.5.10 A qualitative appraisal of the likely impact of the options on objective #3 was based on the scores for the economic case criteria of noise (both construction and operational impacts), air quality, landscape and streetscape. Option #1 was given a positive score as it is expected to see lower levels of noise during operation and have positive impacts in terms of air quality since the carriageway is potentially further away from residential properties to the south of the junction. Options #2 and #3 were given neutral scores and therefore scored worse compared to Option #1. For Option #2, this was as a result of a potential increased exposure to pollutants for the residential properties to the south of the junction and expected negative impacts on streetscape. The potential for increased exposure to pollutants is expected for Option #3 as well, in addition to further negative air quality impacts as a result of reduced vehicle capacity.

5.5.11 Project objective #3 around safety and collision risks was scored based on the scoring for criterion 'E3.3 Accidents' (see paragraph 5.5.42).

5.5.12 Criterion 'E2.5 Streetscape' was informed by professional judgement, specifically considering the option design features and the expected future vision of the local area. Option #3 scored best given its visual design emphasis on active travel, whereas Option #1 was given a neutral score based on its close resemblance to the existing conditions in the study area. Option #2 was given a neutral score as it increases the amount of paving.

5.5.13 Criterion 'E3.2 Physical activity' was also informed by professional judgement, specifically the level of active mode provision in the option designs and the expected impact on levels of active travel. Options #2 and #3 both received positive scores, +1 and +2 respectively, given that they significantly improve pedestrian and cyclist facilities and therefore may encourage active travel. Option #1 was given a neutral score as it does not significantly improve active mode provision.

5.5.14 Finally, criterion 'E3.4 Severance' was scored based on the level of provision for pedestrians and cyclists compared to existing conditions. Options #2 and #3 scored

positively given improved crossing facilities at desire lines, whereas Option #1 was given a neutral score as travel distances to crossings remain the same.

Traffic Modelling

- 5.5.15 The three Shortlisted options were modelled using micro-simulation Vissim software. A summary of the modelling approach and results is presented here, with more detailed information provided in the Local Model Validation Report and Vissim Forecast Technical Note (AECOM, 2021).
- 5.5.16 The modelled study area is presented in Figure 31. A base model was developed, calibrated and validated of the existing situation in 2019. The forecast traffic demand in the models has been derived from the 2031 Bicester Transport Model and the information included in the Transport Assessment for the Future Automotive Speed & Technology (FAST) development. The forecast pedestrian and cycle demand has been calculated based on the information provided in the Transport Assessment for the North West Bicester and FAST developments, as provided by OCC.
- 5.5.17 The modelling work for transport interventions requires a test of future benefits and disbenefits. The assessment of the Shortlisted options needed to test the year of opening and a future year to provide confidence in its continued resilience. Forecasts are uncertain given the strong emphasis on Zero Carbon and Climate Change, but it is clear that expected travel patterns are expected to change.
- 5.5.18 The options have been tested up to the end of the Local Plan period at 2031 using the District Council's housing trajectory, and trip rates and mode share used for the North West Bicester Transport Assessment. As the opening year for the Scheme is 2022 the future appraisal year should be 2037 - 15 years beyond opening. However, it is not considered appropriate to use the previously agreed trip rates and mode share this far into the future as they have the potential to change over time. The County's new strategic model will help to set the future trip rates and mode share but that is not available currently. Therefore Oxfordshire County Council has agreed that the modelling should use 2031 vehicle trips (the end of the Local Plan period where we have more certainty over growth trajectories and can use a worst case scenario in terms of the vehicle trips) but an uplift to 2037 pedestrian/cycle trips to reflect the expected uplift from the now approved Bicester Local Cycling and Walking Infrastructure Plan (LCWIP)¹⁸. This helps to show to some constraint on vehicle trips in the future, ahead of any policy and future modelling advice.

¹⁸ The Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) (2020) sets the target of at least a 200% increase (tripling) in cycling and a 50% increase in walking trips in Bicester by 2031, based on 2020 levels. See Section 2.3.1 for more information.

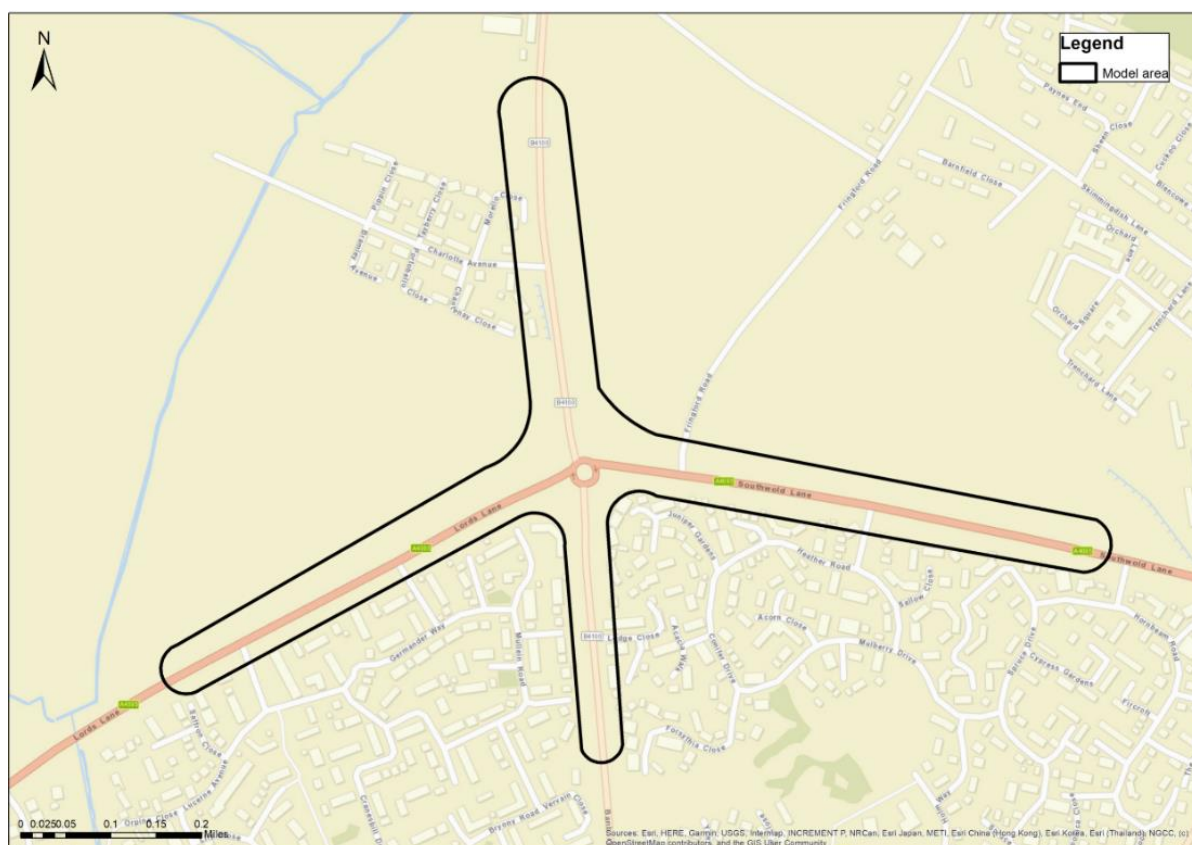


Figure 31. Modelling Study Area

- 5.5.19 Overall, Options #1 and #2 increase capacity for motorised traffic compared to the Do Minimum scenario. This leads to improved journey times and reduced levels of congestion in both options. The overall reduction in delay is of a similar magnitude across the two options. Option #3, however, reduces capacity for motorised traffic compared to the Do Minimum scenario, and therefore results in longer journey times and higher levels of congestion. This is a result of the all-red signal stage for motorised traffic, required to facilitate the cycle and pedestrian movements across all arms.
- 5.5.20 In terms of pedestrians and cyclists, all options reduce overall delay compared to the Do Minimum scenario. Options #2 and #3 see a somewhat larger reduction in delay for pedestrians compared to Option #1, and this is also the case for Option #2 in terms of cyclist delay. However, Option #3 does not reduce delay for cyclists more than Option #1 despite providing crossing facilities for cyclists on all arms of the junctions. This is because the one-way circulatory cycle track requires cyclists to cross more than one arm for certain key movements, such as the north to south movement along the shared use path on the western side of the B4100 and Banbury Road. The modelling of Option #3 has considered the optimal routing for cyclists through the A4095 / B4100 Banbury Road junction, with more information provided on the methodology and results of the modelling within the Vissim Forecast Technical Note (AECOM, 2021).
- 5.5.21 AECOM conducted the scoring of the three Shortlisted options based on the forecast Vissim modelling results, specifically average delay results, journey time changes, and speed plots showing average delay across the network.
- 5.5.22 Modelling input was required for the strategic case criterion 'S1. Project objectives'; and the economic case criteria 'E1. Impact on the economy' and 'E2. Impact on society'. The modelling results for each of the Shortlisted options were compared against the Do Minimum scenario, with a positive score given if the option performed better than the Do Minimum scenario, and a negative score if it performed worse.

- 5.5.23 Four of the project objectives (under strategic case criterion 'S1. Project objectives') were scored based on the modelling results. Project objective #1 around supporting growth (see Table 8) assumes that road capacity improvements are more likely to support growth in the context of this Scheme. As Options #1 and #2 improve capacity compared to the Do Minimum scenario, they both received a positive score for this objective. Project objective #2 is about addressing forecast congestion issues at the junction and therefore scores in line with objective #1, based on the modelled delay results.
- 5.5.24 Project objective #4 focusses on town-wide carbon emissions and assumes that an increase in highway capacity raises the potential of induced travel, which could lead to more carbon emissions. It also assumes that options which encourage travel by sustainable modes would reduce carbon emissions. As Option #1 does not significantly improve provision for pedestrians and cyclists, and also increases capacity for motorised traffic, it scores negatively for this objective. While Option #2 does improve active mode provision, the highway capacity improvements are still considered likely to lead to induced travel, and therefore it receives a negative score, although less negative than Option #1 given improvements for pedestrians and cyclists. Option #3 both reduces highway capacity and improves active mode provision and therefore scores positively. It should be noted that while objective #4 is about town-wide emissions, the 'E2. Impact on the environment' criteria around air quality and greenhouse gases, as well as project objective #3, look at emissions-related impacts in the study area of the Scheme. The differential scoring between objective #4 and the beforementioned criteria is therefore a result of assessing emissions at different scales.
- 5.5.25 Project objective #5 aims to encourage sustainable travel and was scored based on the level of sustainable travel provision and modelled delay results for pedestrians and cyclists. All options reduce delay for active modes and therefore received positive scores. However, Options #2 and #3 also significantly improve crossing facilities for pedestrians and cyclists and therefore score better than Option #1.
- 5.5.26 The economic case criteria 'E1.1 Business users, freight, and transport providers' and 'E3.1 Non-business users including commuters and leisure/education' were scored based on modelled travel time changes. While Options #1 and #2 improved travel times for private motorised vehicles because of decreased congestion, Option #3 conversely worsened congestion and thus travel times. Therefore, Options #2 and #3 were given positive scores for these criteria whereas Option #3 got a negative score. In terms of travel times for buses, Options #1 and #2 remained consistent with the Do Minimum scenario, thereby receiving neutral scores, whereas Option #3 saw increased bus travel times as a result of increased congestion. This led to Option #3 receiving a negative score for bus travel times. It should be noted that, due to the low bus service frequency and the high levels of congestion at the Banbury Road junction, the signalised options (Options #2 and #3) have not been tested with signal priority for buses. However, if a signalised option is taken forward, signal priority for buses would be an option in the future given that there is sufficient demand to support it.
- 5.5.27 Since Option #1 does not significantly shorten travel distances for active modes nor significantly improves crossing facilities, travel times for pedestrians and cyclists remained consistent with the Do Minimum scenario, thereby receiving a neutral score. Option #2, however, provides signalised crossing facilities at the junction which allow pedestrians and cyclists to cross once the signal stage is triggered. Therefore, Option #2 improved travel times for both pedestrians and cyclists and received a positive score

for these criteria. While Option #3 improves travel times for pedestrians for the same reasons as Option #2, it does not improve travel times for cyclists due to the one-way circulatory cycle track. Therefore, Option #3 received a positive score for pedestrian travel times and a neutral score for cyclist travel times.

- 5.5.28 The economic case criterion 'E3.5 Accessibility – access to the road/infrastructure for residents/land owners' was scored based on modelled speed plots. Speed plots show average delay across the network and were used to represent queueing. Both Options #1 and #2 reduce queueing across the network compared to the Do Minimum scenario which improves access to and from nearby junctions. They were therefore both given positive scores, however, Option #2 received a higher positive score since signalisation provides greater adaptability to changes in future flow patterns, thereby allowing for a balancing of delay across the approaching arms. Option #3 received a negative score because of increased queueing compared to the Do Minimum scenario which blocked back to nearby junctions, thereby restricting access.
- 5.5.29 As a result of feedback from the public consultation, a theoretical sensitivity test was undertaken of the CYCLOPS option to investigate the impact of introducing two-way segregated cycle crossings at the Banbury Road junction. While the test demonstrated a small improvement for cyclists in terms of decreased delay, the levels of delay for motorised traffic remained consistent with the assessed CYCLOPS option (Option #3). Therefore, the theoretical CYCLOPS also operates significantly above capacity for motorised traffic. In this way, this theoretical test also reinforced the relative performance of the three Shortlisted options.

Environment Input

- 5.5.30 The environment team conducted its scoring of the three Shortlisted options based on the following evidence:
- Qualitative appraisal using the option layouts and professional judgement;
 - Ecological and site surveys; and
 - Desk study.
- 5.5.31 Environmental input was required for the economic case criteria 'E2. Impact on the environment'.
- 5.5.32 For noise, the construction and operation of any of the three options is unlikely to give rise to significant noise effects. Based on the traffic modelling, Options #1 and #2 would facilitate smoother traffic flow with corresponding higher average traffic speed which could lead to slightly higher traffic noise levels at local receptors. However, at this stage it is anticipated that the effect would not be significant.
- 5.5.33 For air quality, there is the potential for impacts on sensitive receptors due to dust and vehicle emissions during construction for all options, but these will be temporary in nature. Option #3 will likely push the junction closest to residential receptors and therefore, construction impacts may be worse than Options #1 and #2. Levels of air quality in the area are good and are below the relevant objectives, so it is unlikely that there will be any significant effects on air quality for any of the three options. However, the increase in vehicle capacity due to the proposed roundabout, included in Option #1, will potentially lead to a smoother traffic flow with higher traffic speeds and therefore, potentially lower emissions and pollutant concentrations. Option #2 will also see smoother traffic flows in relation to the current conditions but is outperformed by Option #1 in this regard, as there will be signalisation, and priority will be given to buses

and non-motorised users. Option 3# will further favour priority for buses and non-motorised users over Option #2.

- 5.5.34 For greenhouse gases, Option #1 would provide increases in vehicle capacity due to the proposed improvement at the junction with the potential for smoother traffic flows with higher speeds and therefore potentially lower emissions and pollutant concentrations. The signalisation of the junction as part of Options #2 and #3 will lead to less smooth traffic flows and will reduce vehicle capacity compared to Option #1, but they would promote cycle use and may therefore encourage more sustainable travel.
- 5.5.35 For landscape impacts, given the similarities between the options, it is anticipated that the impact for all three options would be similar in magnitude. Options #1 and #2 have been given a score of -1 due to their impact on hedgerows and trees, which has the potential to create more open views of the junction. Option 3# has been given a score of -2 as it has the greatest footprint and therefore, has the potential for the greater impact on hedgerows and trees reducing screening of the junction and creating views towards it.
- 5.5.36 For historic environment, given the scope and scale of the proposed development, it is anticipated that the impact for all three options would be approximately similar, and have been given neutral (0) scorings, reflective of the fact that there is no element of the Options that would be precluded by the known heritage resource, but that the Options do not in any particular way benefit the heritage resource of the Site and surrounding area.
- 5.5.37 For biodiversity, all Options would result in the loss of sections of hedgerow and individual trees; and unlikely to impact protected or notable species and habitats and designated nature conservation sites; however, relevant ecology surveys will be undertaken where required to determine the likelihood of impacts.
- 5.5.38 Finally, for water environment, all options are located in Flood Zone 1 and would cross small area of low surface water flood risk on the existing A4095 carriageway, east of the roundabout. Surface water runoff would be managed through implementation of a drainage strategy to prevent any increase in flood risk in the receiving watercourse. All options would lead to an increase in impermeable area in comparison to the existing situation which would increase runoff and require attenuation to prevent flooding and water quality deterioration in the receiving watercourse.

Highways Design Input

- 5.5.39 The highways design team has conducted its scoring of the Shortlisted options based on the following:
- The general arrangement drawings for each option; and
 - Professional judgement, knowledge and application of the Design Manual for Roads and Bridges (DMRB).
- 5.5.40 Highways design input was required for the economic case criteria 'E3. Impact on the economy' and 'E3. Impact on Society'; management case criterion 'M1. Practical feasibility'; and commercial case criteria 'C1. Complexity of delivery' and 'C2. Flexibility'.
- 5.5.41 The economic case, under the sub-criteria of 'E1. Impact on economy', requires assessment of the impacts of the scheme on motorised traffic and, separately, impacts on pedestrians and cyclists. The assessments take into account the relative complexity of the option, how much of the scheme can be built off-line from the existing road

layout, expected construction period and how easy it should be to provide alternative routes to maintain traffic flows for all modes of travel. Overall, Option #1 scores highest on the basis that it should be the most straightforward to build, involves using the least technology and large sections can be built offline from existing for all modes of travel compared to other options.

- 5.5.42 The economic case, under the sub-criteria of 'E3. Impact on society', requires commentary on criterion 'E3.3 Accidents'. The qualitative assessment provided is based on professional judgement, type and complexity of the junction options, familiarity of layout to drivers, expected need for Departures and Relaxations from Standards, degree of control of traffic movements and potential conflict points between the different modes of travel. Option #3 scores the highest due to high degree of control of the traffic flow through traffic signals. Option #1 scores the lowest due to lack of traffic control at conflict points between different modes of travel and the likelihood of higher vehicle speeds in a layout that would be generally familiar to UK drivers.
- 5.5.43 The management case, under the sub-criteria of 'M1. Practical feasibility' identifies, three criteria where highways design team assessment is required, covering engineering aspects, construction and stakeholder impacts. The qualitative assessment is based on professional judgement, application of and compliance with design standards, ease of providing traffic management during construction, potential scheme delivery phasing and operation of the junction. Overall, Option #1 scores highest as this is expected to be the simplest to design, quickest and easiest to build and involves the least amount of technology, although a higher scheme footprint is expected than other options. Option #3 scores the lowest because it involves the most complex technology which will take the longest to build and commission. All options are considered to have the same future proofing ability if additional capacity is required at a later stage.
- 5.5.44 The commercial case, under the sub-criteria of 'C1. Complexity of delivery', identifies four criteria where highways design team assessment is required, covering commercial risks in delivery in terms of timescales, technical work and contracts. The qualitative assessment is based on professional judgement and knowledge of similar schemes. Overall, Option #1 is considered to be marginally better than other options for highways design because it is the simplest to design and construct and has the lowest expected level of risk. In terms of design of pedestrian and cyclist facilities, Options #1 and #2 score better as they are considered to involve standardised road crossings with average level of complexity and risk.
- 5.5.45 The commercial case, under the sub-criteria of 'C2. Flexibility', covers criterion 'C2.1 Possibility to change option – option flexibility'. The qualitative assessment is based on professional judgement on how the scheme could be delivered in stages or be changed from one junction type to another, if the need arises, at a later stage in scheme development. Overall, all options are considered to have similarly low levels of option flexibility.

Cost Estimation Input

- 5.5.46 The estimating team conducted its scoring of the three Shortlisted options based on the general arrangement drawings as listed below:
- 60650764-ACM-GEN-ZZ-TM-IM-000001 – Option 1 - Higher Capacity; Roundabout
 - 60650764-ACM-GEN-ZZ-TM-IM-000002 – Option 2 – Signalised Junction; and

- 60650764-ACM-GEN-ZZ-TM-IM-000003 – Option 3 – CYCLOPS Junction.

- 5.5.47 In addition to the general arrangement drawings, the Stage 1 Option Estimates were also used.
- 5.5.48 A high level (order of magnitude) estimate for each option was produced based on the general arrangement drawings detailed above, producing bill of quantities based upon the Method of Measurement of Highway works Volume 4 Section 1 May 2009. Rates were derived from Spon's 2021 Civils and Highway price book or where these were known not to reflect current market rates, rates were used based on various recent Highway infrastructure projects. The estimates were produced according to Highways of England PFC Stage 0 – Strategy, Shaping and Prioritisation criteria. Utilising the project option cost summary from the Estimate, the total scheme cost per option was used to inform the scoring.
- 5.5.49 The cost estimates and Sift 2 appraisal were undertaken based on the information available at that time.
- 5.5.50 Cost estimates informed the scoring of the financial case criteria 'F1.1 Infrastructure capital cost, operating and maintenance cost'. The lowest capital cost option was estimated for Option #1 at £15.3M. The bill items for Option #1 were estimated to be lower in quantity than the other two options, as the overall cost for road and technology infrastructure required is considered to be less. Therefore, it was assumed that operating and maintenance costs would be lower compared to the operating expenditure of the two other options. Whole life costing was not conducted in the estimates.
- 5.5.51 Option #2 had an estimated value of £17.9M and was assumed to have higher operating and maintenance costs over Option #1.
- 5.5.52 Option #3 had an estimated value of £19.8M and was assumed to have higher operating and maintenance costs over both Options #1 and #2, given that the overall cost for road and technology infrastructure was higher than the other two options.
- 5.5.53 Although the three options have different cost estimates, all three Shortlisted options were considered to be relatively expensive and were therefore given a score of -2 for 'F1.1 Infrastructure capital cost and maintenance'.
- 5.5.54 At the time of the Sift 2 assessment, the cost estimates of all Shortlisted options were thought to be potentially in excess of the available funding and this was reflected in scoring of 'C3. Funding and Income' for which all options scored -2.
- 5.5.55 In relation to 'F1.1 Infrastructure capital cost and maintenance' and 'C3. Funding and Income', it should be noted that further work is being undertaken to clarify key assumptions and costs, which is expected to result in an overall reduction in capital cost of the Refined Preferred Option; and that OCC have confirmed that initial funding will be provided by the Ministry of Housing, Communities and Local Government (MHCLG) and further funding will be sought from developer contributions and the MHCLG at each stage of the project as it develops.

Public Consultation Input

- 5.5.56 The Shortlisted options were taken forward to public consultation. As a result of the Covid-19 pandemic, the consultation took place digitally via Oxfordshire County Council's Consultations Home webpage between 19th March and 9th April 2021. In addition, the following five briefing sessions were held over Microsoft Teams with

Councillors and key stakeholders to share further details about the project and take question:

- The first briefing session was held on 24th March 2021 and was attended by 15 consultees, including County Councillors, District Councillors, Parish Councillors, and representatives from Stagecoach, Grayline Coach and Bicester Bike Users Group;
- Three briefing sessions were held for County Councillors on 19th April, 21st April and 11th June 2021; and
- A final briefing session was held on 16th June 2021 which was attended by District Councillors and representatives from Stagecoach, Grayline Coach, Bicester Bike Users' Group, Oxfordshire Cycling Network and representatives of local landowners and developers.

5.5.57 A summary of the public consultation is provided in paragraphs 5.5.58 to 5.5.65; further details are provided in the Statement of Community Involvement (AECOM, 2021).

5.5.58 During March and April, 496 pieces of feedback were received. Of these, 475 were received via the online feedback form, two hard copies of the feedback form were received and 27 were received via email or phone. As shown in Figure 32, the consultation responses favoured Option #1 as the preferred junction improvement. Based on the consultation responses, 50% preferred Option #1, followed by 28% for Option #3 and 11% for Option #2. A total of 11% of the responses were not sure or did not prefer any of the options.

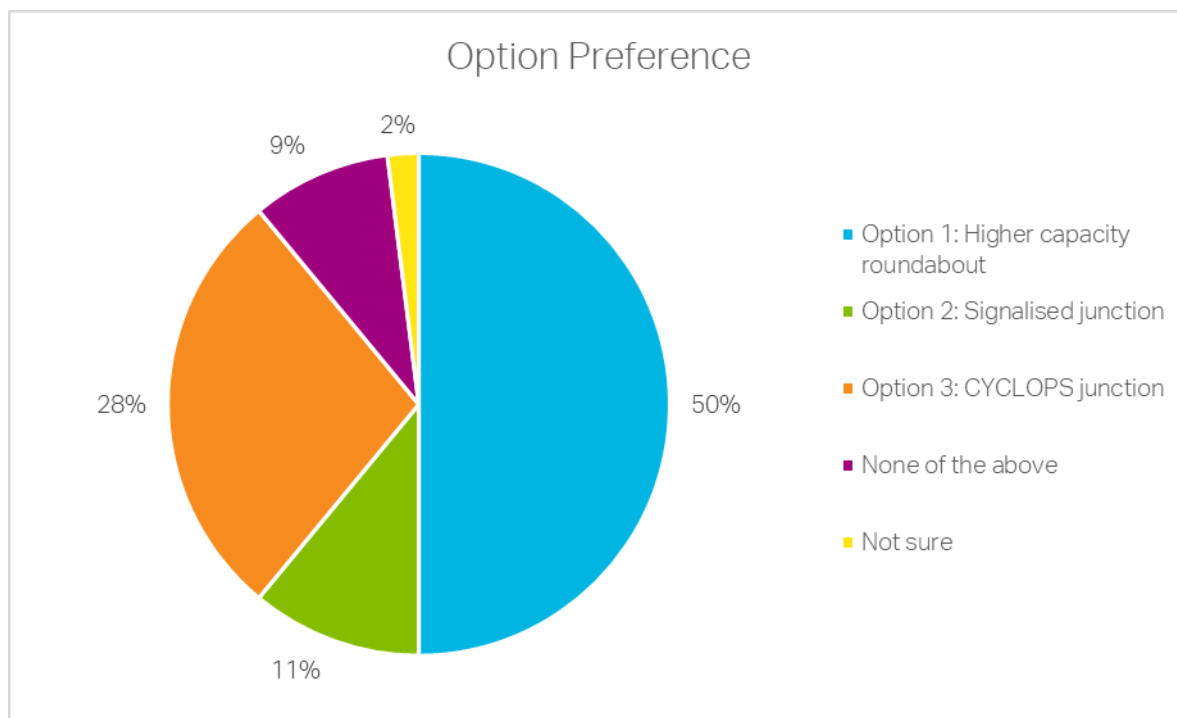


Figure 32. Public Consultation – Option Preference

5.5.59 Option #1 was favoured based on the perception that it would maintain traffic flow and cause the least congestion, and therefore lead to less air, traffic and noise pollution. The majority of respondents who opted for Option #1 used the Banbury Road roundabout more than once a week. Local residents favoured this option as it was perceived to not encroach on existing tree lines and noise barriers.

5.5.60 Respondents who opted for Options #2 and #3 did so based on the perception of the options encouraging active travel and prioritising cyclists and pedestrians. In total, 39% of respondents preferred Options #2 or #3. Concerns were raised about the impact of

adding traffic light signals on the flow of traffic, and the risk that it would lead to more congestion and therefore greater air pollution. Option #3 was favoured most by respondents who used the Banbury Road roundabout less than once a week.

- 5.5.61 It should be noted that some of the concerns raised by the consultation respondents are not supported by the technical assessments undertaken of the three Shortlisted options. The consultation identified that many respondents perceived Option #1 to provide more road capacity than the other options, and that the signalised options (Options #2 and #3) would limit capacity due to the nature of signal controlled junctions. The modelling undertaken of the Shortlisted options does not support these concerns. As discussed previously, the modelling demonstrated that both Options #1 and #2 increase capacity for motorised traffic compared to the Do Minimum scenario. This leads to improved journey times and reduced levels of congestion in both options. The overall reduction in delay is of a similar magnitude across the two options. Option #3, however, reduces capacity for motorised traffic compared to the Do Minimum scenario, and therefore experiences longer journey times and higher levels of congestion. This is primarily a result of the all-red signal stage for motorised traffic required to facilitate the cyclist movements.
- 5.5.62 More detailed information in regard to the key concerns raised in the consultation is provided in Table 19, where it is also discussed how the concerns have been addressed in the optioneering to date.
- 5.5.63 The outcome of the public consultation informed the scoring of two management case criteria: 'M2. Stakeholder acceptability' and 'M3. Public acceptability/interest'.
- 5.5.64 Stakeholder acceptability was scored based on the responses and feedback received from stakeholders, both through the online consultation and the stakeholder briefing sessions. The majority of stakeholder responses to the consultation preferred Option #3, leading to it getting a high positive score. Option #1 also received a positive score, although lower than the score for Option #3, as a small minority of stakeholders preferred Option #1. No stakeholder responses preferred Option #2.
- 5.5.65 Public acceptability/interest was scored based on the outcome of the public consultation and therefore scores in line with the results presented in Figure 32: Option #1 got the highest positive score, followed by a lower positive score for Option #3, and a neutral score for Option #2.

Table 19. Public Consultation Responses – Key Concerns

Key Concerns	Scheme Response
Speed limits – there was a general consensus in the public consultation responses that speed limits near the Banbury Road junction should be lowered	As a result of the A4095 Realignment scheme and the North West Bicester development, the nature of the A4095 is expected to change into a more residential urban environment in the future. This is expected to result in a reduction in speeds at and around the Banbury Road junction. To reflect this, it is assumed that a 30 mph speed limit would be introduced as part of the Scheme. The reduced speed limit was incorporated in the assessment of the Shortlisted options and will also be taken forward in the further appraisal of the Preferred Option.
Environmental impact – the chosen junction improvement should minimise impact on the environment including loss of trees and minimal traffic and air pollution	<p>The Shortlisted options were assessed against their expected impact on the environment in Sift 2, as discussed in more detail in paragraphs 5.5.30 to 5.5.38. Based on the qualitative assessment undertaken, all three options are expected to have a neutral or positive impact on the environmental criteria of noise, greenhouse gases, historic environment and biodiversity. Options #1 and #2 are expected to have a neutral or positive impact on air quality, whereas Option #3, given the reduction in capacity for motorised traffic, is expected to have a negative impact. In terms of likely impact on streetscape, Options #1 and #3 are expected to have a neutral or positive impact, whereas Option #2 is expected to have a negative impact given the increased amount of paving needed. All three options are expected to have a negative impact on landscape and water environment. However, it should be noted that the assessment was done based on pre-mitigation conditions and that some of the likely negative impacts could be mitigated.</p> <p>More detailed impact assessments for the relevant environmental factors will be undertaken for the Preferred Option to be submitted for Planning. The design of the Scheme has sought to limit its impact on the environment, and where possible, design avoidance measures and embedded mitigation have been considered to reduce the likelihood of environmental impacts. Where impacts are unavoidable, mitigation, compensation and where possible, areas to be enhanced will be proposed. Further information on mitigation is provided in the Arboriculture Impact Assessment, Tree Protection Plan and the Landscape Design.</p> <p>There are no sensitive wildlife sites that would be impacted by the Scheme.</p>
Congestion – the chosen junction improvement should minimise traffic congestion and ensure vehicles can continue to move through the junction without delay	Addressing the forecast levels of congestion at the Banbury Road junction is one of the project objectives of the Scheme against which the Shortlisted options have been assessed. Options #1 and #2 increase capacity for motorised traffic compared to the Do Minimum scenario. This leads to improved journey times and reduced levels of congestion in both options. The overall reduction in delay is of a similar magnitude across the two options. Option #3, however,

Key Concerns

Impact on local residents – respondents who answered as neighbouring residents to the roundabout felt strongly that the chosen improvement scheme should minimise impact on their properties and avoid encroaching on their existing boundaries

Active mode provision – engagement with stakeholders emphasised the need to provide for pedestrians and cyclists at desire lines and to plan for the mode share targets across Bicester and at the North West Bicester development

Scheme Response

reduces capacity for motorised traffic compared to the Do Minimum scenario, and therefore experiences longer journey times and higher levels of congestion.

The Shortlisted options have been developed in accordance with the design standards required by OCC and used as best practice elsewhere in the UK. For all the options, it is also important to maintain smooth alignment paths appropriate to the speed limit through the junction for motorised vehicles, cyclists and pedestrians. The designs also consider the position of the new road layout relative to the existing kerbs and footways / cycleways and how the changes could impact on the existing vegetation along the A4095 and B4100 at this location. The resulting designs aim, where possible, to avoid moving the kerbs on the south side of the A4095 towards existing houses. Where moving the kerbs towards the existing housing is considered to be required nearer to the junction in order to meet the objectives of the Scheme set out by OCC, the edge of the footways and cycleways nearest to the houses does not move significantly. The result is that in all options, the existing vegetation along the south side of the A4095 and along the B4100 Banbury Road, to the south of the junction, will generally remain, except for some areas where limited cutting back may be required to provide the sight (visibility) lines for all highway users.

It is also very important to construct the Scheme in a safe manner, which causes minimal disturbance and disruption to the nearby residents and all users of the public highway. During the construction phase of the Scheme, the contractor will be required to comply with OCC's limitations on noise, vibration, dust, working hours and requirements for traffic management, including restricting routes which can be used for delivery of plant and construction materials to and from the scheme location. The contractor would be required to prepare a Construction Environmental Management Plan which provides details on the management of construction activities to ensure negligible or minimal impact to the environment (including local residents).

The forecast pedestrian and cyclist demand used in the modelling of the Shortlisted options meets the mode shift targets set out in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP sets the target of at least a 200% increase (tripling) in cycling trips and a 50% increase in walking trips in Bicester by 2031, based on 2020 levels. This has been incorporated in the demand development for the modelling.

Analysis of the pedestrian and cyclist demand and movement patterns identified the main desire lines to be the north-south and the east-west movements. These movements would be best supported by direct, signal controlled crossings at the western and southern arms, thereby connecting the off-street shared use paths on the western side of the B4100/Banbury Road and the southern side of the A4095. To accommodate the main desire lines, signalised crossings of the western and southern arms were incorporated where possible in the option designs,

Key Concerns

Scheme Response

specifically in Options #2 and #3. Due to the potential capacity constraints of introducing signalised crossings close to a non-signalised roundabout, it was not considered feasible to improve the western and southern crossings in the Option #1 design.

CYCLOPS junction – stakeholders requested further refinement of the CYCLOPS junction (Option #3) to include two-way cycle crossings at the Banbury Road junction in line with examples in other European countries, such as the Netherlands

As discussed previously, a theoretical sensitivity test was undertaken of the Option #3 model to test the impact of a two-way circulatory track for cyclists at the Banbury Road junction. The test showed that while delay for cyclists decreased slightly, the high levels of congestion for motorised traffic remained consistent with the Option #3 model. Therefore, the test reinforced the relative performance of the three Shortlisted options in terms of modelling results. It should be noted that this sensitivity test was theoretical since a two-way circulatory cycle path is likely to introduce safety issues, particularly for blind/ partially sighted pedestrians, due to the large number of conflicts between pedestrians and cyclists, across four arms of the junction.

Turbo roundabout – stakeholders requested further consideration of a Turbo roundabout design and clarification regarding why it was not taken forward as part of the Shortlisted options

A separate note has been developed which outlines why a Turbo roundabout design was discounted in Sift 1. This is provided in Appendix E.

Access for local residents – stakeholders highlighted the need to ensure that access to and from the A4095 is maintained for local residents, such as to residential streets to the south of the A4095 and Fringford Road

Access to the road infrastructure was one of the sub-criterion against which the Shortlisted options were assessed in Sift 2. The scoring of this criterion was based on modelling output, specifically modelled speed plots of the three options, which show average delay across the network and are therefore used to represent queueing. Both Options #1 and #2 reduce queueing across the network compared to the Do Minimum scenario which improves access to and from nearby junctions. Option #3, however, increased queueing compared to the Do Minimum scenario which blocked back to nearby junctions, thereby restricting access to and from the A4095.

B4100 southbound bus stop – stakeholders expressed the need of an improved bus stop southbound on the B4100

At the time of writing, there is one bus service using the B4100 southbound bus stop. However, the contract for this service is secured only until 2022 and there is currently no guarantee that this service, or a replacement of it, would continue beyond the start of 2022. As a result, there is no clear need for investment in bus stop infrastructure on the southbound side of the B4100 at this time.

At the time of writing it is also believed that the North West Bicester development bus service would operate anti-clockwise around the larger development area in the future, which would then serve the existing Charlotte Avenue bus stop on the B4100. There is consequently no clear requirement for a southbound bus stop on this basis either. As a result, changes to the B4100 southbound bus stop are not currently proposed to be part of this Scheme, but could be explored and accommodated in the future.

Simultaneous Green – stakeholders requested further consideration of a Simultaneous Green phase for cyclists at the junction, which

A separate note has been developed which outlines why a Simultaneous Green for cyclists was not taken forward in the optioneering process. This is provided in Appendix F.

Key Concerns

Scheme Response

would allow cyclists to travel in all directions at once, including diagonally across the junction

Sift 2 Results

- 5.5.66 In Figure 33, total scores for each Business Case element for the Shortlisted options are presented. More detailed results for each Business Case element¹⁹ are provided in Figure 34 to Figure 38²⁰. Detailed scoring for each sub-criteria is provided in Appendix D.
- 5.5.67 Figure 33 shows that in terms of overall scores, Options #1 and #2 are the best performing options, having the same overall positive score. Option #2 performed best for the Strategic and Economic Cases, whereas Option #1 performed better for the Management and Commercial Cases.
- 5.5.68 While no weighting has been applied to the scoring of the criteria, some criteria are considered to be more important than others, for example the project objectives (Strategic Case) and the Economic Case criteria. The project objectives represent the underlying reason for pursuing the Scheme and what it seeks to address, ranging from addressing forecast capacity issues, to promoting sustainable travel, minimising impact on the local environment, and reducing risks of travel (see Table 8 for the project objectives). It is important that the Preferred Option balances these diverse priorities, including balancing the needs of motorised and non-motorised users. Figure 33 and Figure 34 demonstrate that Option #2 best meets the needs of the project objectives. In addition to having the overall highest score for the project objectives, Option #2 also has the lowest number of negative scores against the objectives.
- 5.5.69 The Economic Case criteria are important too as they demonstrate the options' impact on the economy, the environment and society. Figure 35 shows how the Shortlisted options perform against the Economic Case criteria, demonstrating that Option #2 has the highest overall score, as well as the highest score for two of the Economic Case categories. While Options #2 and #3 have overall negative scores against the category around impact on the environment, it should be noted that some of the negative environmental impacts can be mitigated; the Sift 2 assessment has been based on pre-mitigation conditions, i.e. not considering the extent to which negative impacts could be mitigated and how the options may score following mitigation.
- 5.5.70 The Financial Case has been scored based on the information available at the time and may be subject to revision (Figure 36). While Option #1 is estimated to be £2.5M lower in value than Option #2, and £4.5M lower in value than Option #3, initial cost estimates at the time were considered to be potentially in excess of available funding.
- 5.5.71 Figure 37 shows that Option #1 scores best for the Management Case, primarily because it is considered to be less complex in terms of engineering feasibility and is considered acceptable by a high proportion of the public and stakeholders. Option #3 scores well for public and stakeholder acceptability, but is considered to be more technically complex than the other options. Option #2 has a neutral score for the Management Case, indicating no significant expected risks.
- 5.5.72 The Shortlisted options score consistently across the Commercial Case, with the exception of the criteria around complexity of delivery (Figure 38). While both Options #1 and #2 are considered to involve standard levels of commercial risk, Option #3 is deemed to involve more risk given that its design is more complex. It should be noted

¹⁹ Each Business Case element is made up of the following number of criteria: six criteria for the strategic case; 25 criteria for the economic case; one criteria for the financial case; five criteria for the management case; and six criteria for the commercial case.

²⁰ Where the total score for a Business Case element is zero, the score will not show in the figures.

that the scoring of the Commercial Case category around funding and income is based on currently available information and may be subject to revision.

5.5.73 Given the importance placed on performance against the project objectives and the Economic Case, Sift 2 identified Option #2 to be the best performing option.

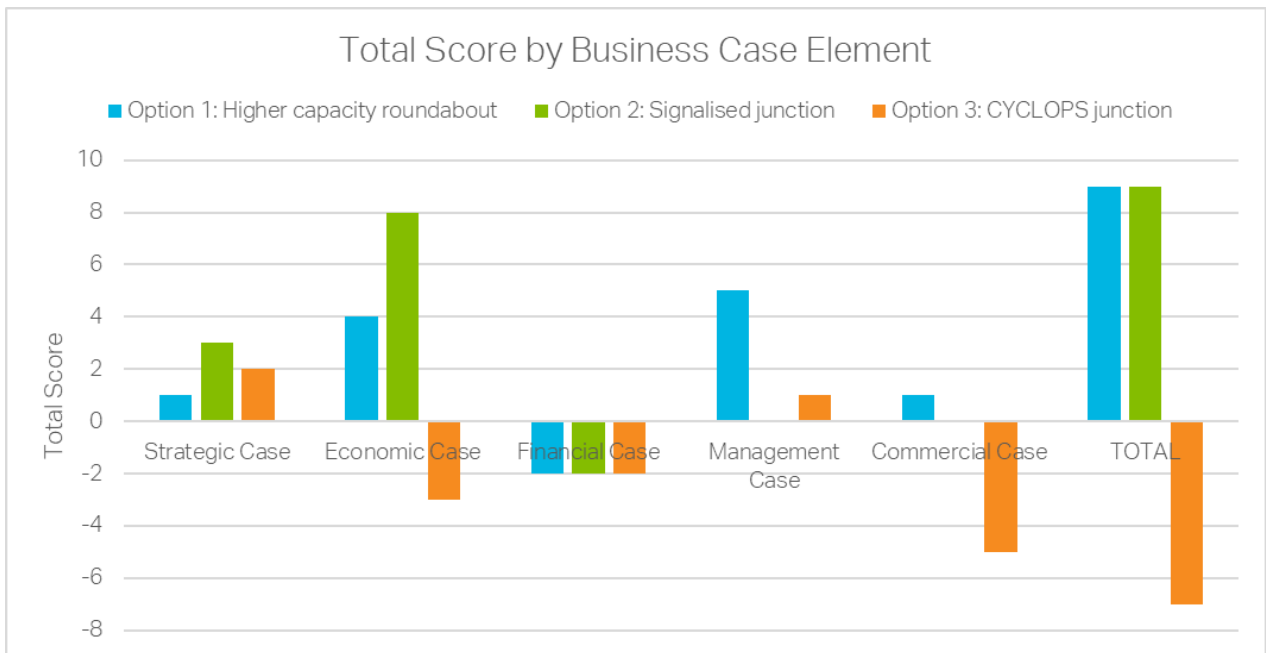


Figure 33. Sift 2 Results – Total Score by Business Case Element

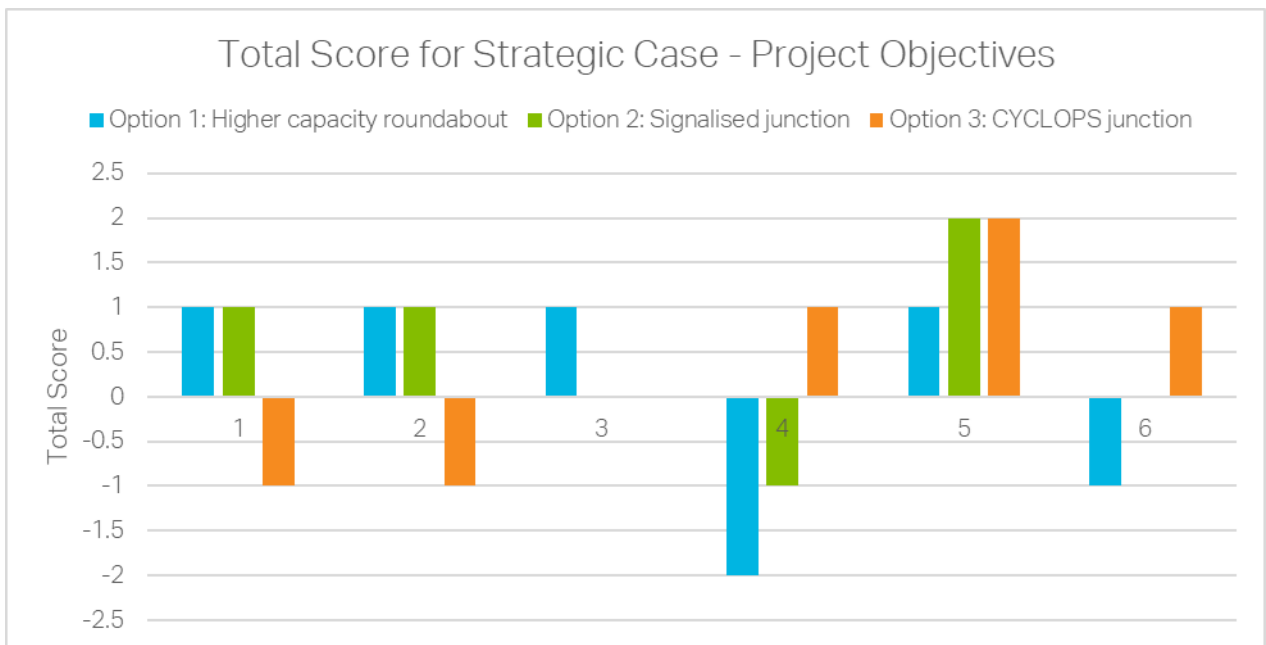


Figure 34. Sift 2 Results – Total Score for Strategic Case

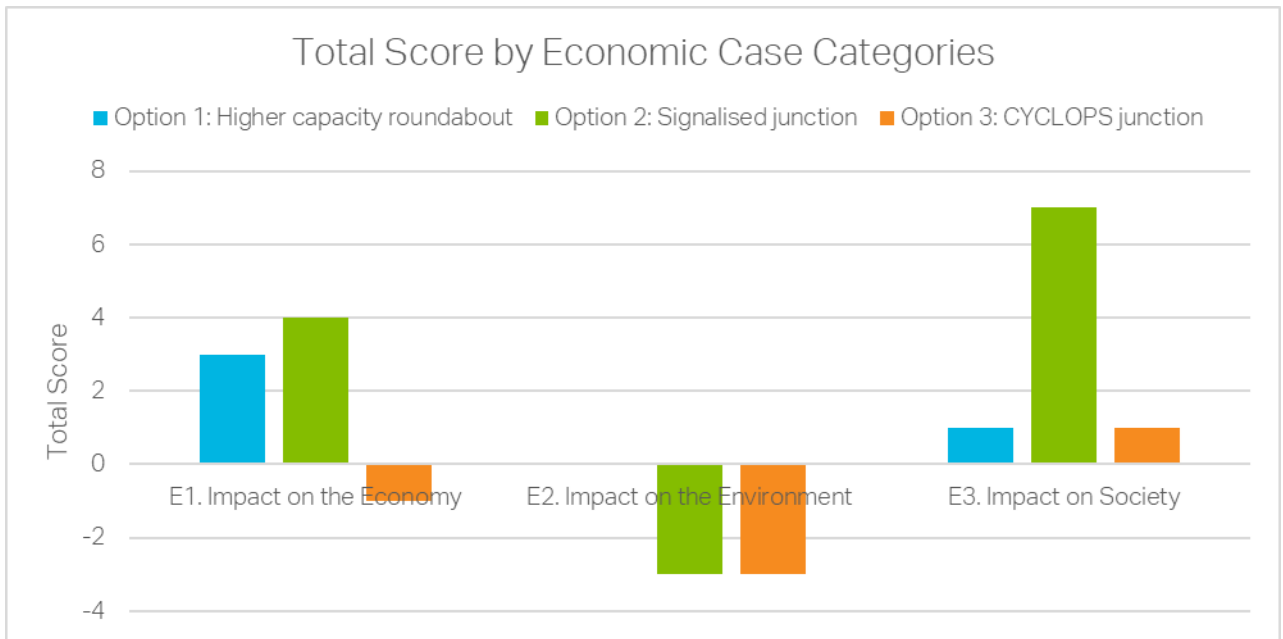


Figure 35. Sift 2 Results – Total Score by Economic Case Categories

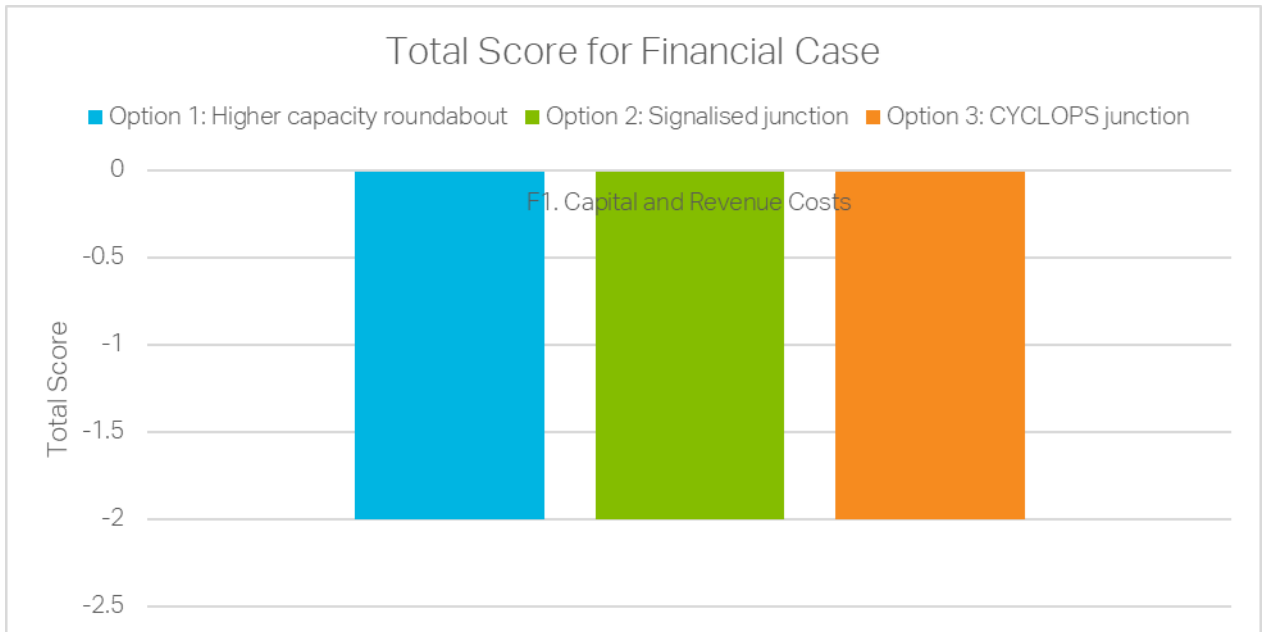


Figure 36. Sift 2 Results – Total Score for Financial Case

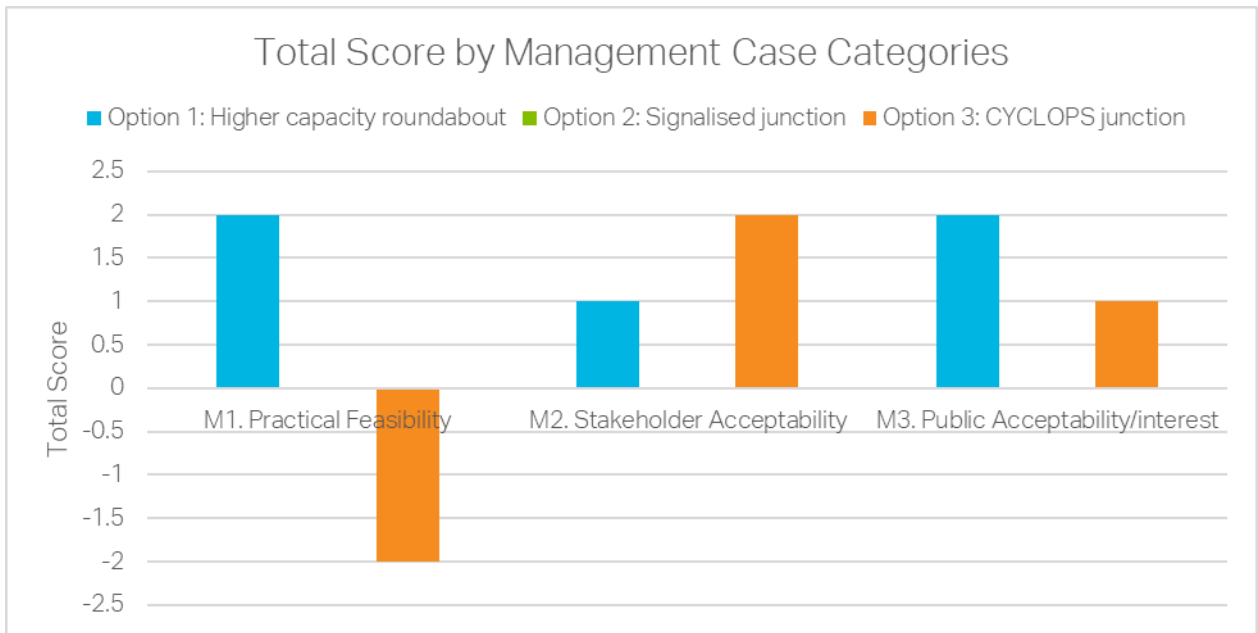


Figure 37. Sift 2 Results – Total Score by Management Case Categories

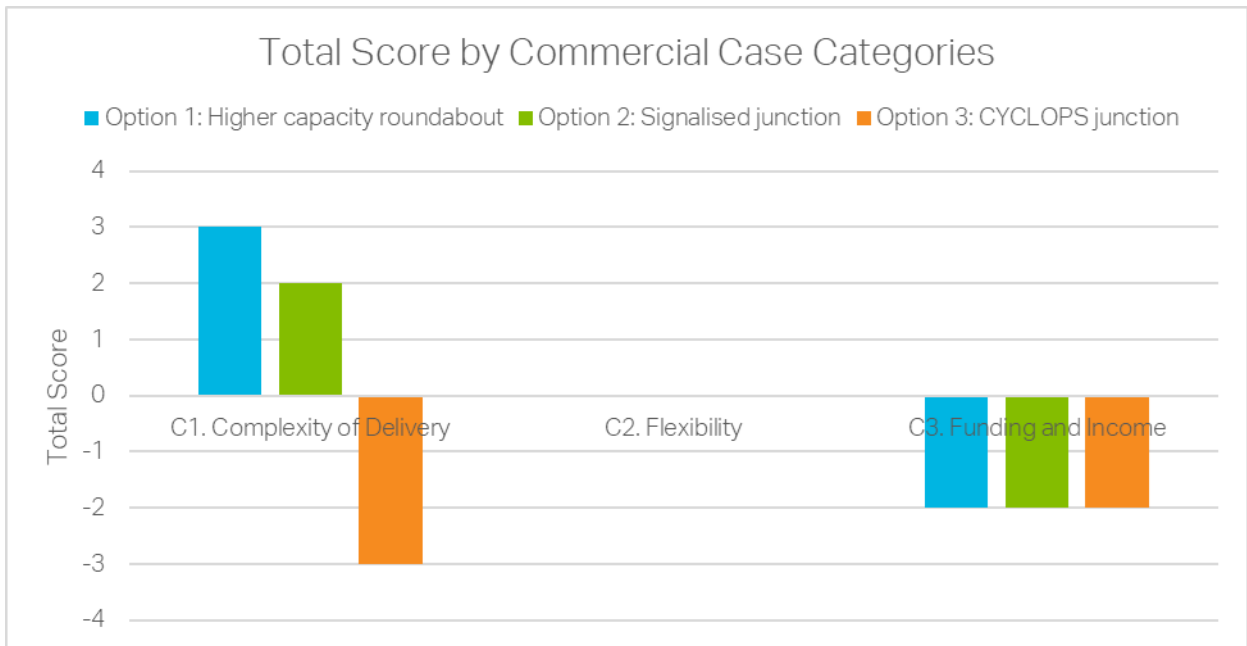


Figure 38. Sift 2 Results – Total Score by Commercial Case Categories

Identification and Refinement of Preferred Shortlisted Option

- 5.5.74 Following the outcome of Sift 2, Option #2 was identified as the best performing Shortlisted option. Sift 2 shows that in terms of total scores across the business case components, Option #1 and #2 come out equal. However, the best performing option is not necessarily that which has the highest aggregated score. The criteria are not all of equal importance, as some may have been scored with more detailed evidence and some may represent pre-mitigation conditions. It is therefore helpful to look at the variation in scores across the five business case components. Option #2 scores best for the Strategic Case and Economic Case, which include the project objectives, criteria informed by the modelling, and environmental criteria. Importantly, Option #2 scores better for active travel provision. It is important that the Preferred Option balances the needs of both motorised and non-motorised users, thereby reflecting the need to address forecast capacity issues as well as the need to promote more sustainable forms of travel, especially given the policy focus on sustainability across Bicester and at North West Bicester. Option #2 is considered to best balance these different priorities. For the Management and Commercial Cases criteria, where Option #2 scored lower than some of the other options, it received overall neutral scores for both business case elements, thereby indicating that there are no expected significant management or commercial risks. Some of these criteria could also potentially be de-risked.
- 5.5.75 On this basis, Option #2 was taken forward as the Preferred Shortlisted Option. However, based on feedback from the public consultation, further refinement of the Preferred Shortlisted Option was undertaken to incorporate some of the key concerns and improvements put forward by the public and stakeholders. The Preferred Shortlisted Option was therefore further developed, resulting in a Refined Preferred Option being taken forward to the final step of the sifting process.
- 5.5.76 Engagement with key stakeholders during the public consultation process identified Option #3 as the preferred option among some stakeholders. A significant minority of the public also opted for Option #3 as their preferred option. This highlighted the support in some sections of the public for further improvements to the pedestrian and cycle provision. Specific improvements were requested, such as providing for pedestrians and cyclists at desire lines, considering two-way cyclist crossings, and greater segregation between pedestrians and cyclists. These are discussed in more detail in Table 20, including how they have been incorporated in the refinement of the Preferred Option. To best address the consultation feedback, it was decided to incorporate some of the features of Option #3 into the Preferred Shortlisted Option, specifically those features which provided further improvements for pedestrians and cyclists.

Table 20. Public Consultation Responses – Refinement of Preferred Option

Key Concerns/Suggestions	Addressed in Refined Preferred Option
Congestion – the chosen junction improvement should minimise traffic congestion and ensure vehicles can continue to move through the junction without delay	It is important that the Preferred Option balances the needs of motorised and non-motorised users as well as the priorities of the different project objectives. The Refined Preferred Option was taken forward as it is considered to balance these needs. In terms of addressing forecast capacity constraints at the junction, modelling of the Refined Preferred Option demonstrates that it does increase capacity for motorised traffic compared to the Do Minimum scenario, to a similar level of magnitude as the modelled Options #1 and #2. It also reduces delay and increases amenity for pedestrians and cyclists. More information on the performance of the Refined Preferred Option is provided in the Vissim Forecast Technical Note (AECOM, 2021).
CYCLOPS junction – stakeholders requested further refinement of the CYCLOPS junction (Option #3) to include two-way cycle crossings at the Banbury Road junction in line with best practice in other European countries, such as the Netherlands	Two-way segregated cycle crossings have been taken forward in the development of the Refined Preferred Option. The Refined Preferred Option design provides direct, signal controlled crossings at the western and southern arms for pedestrians and cyclists. It incorporates two-way crossings for cyclists and allows cyclists to cross both arms in one signal stage. The western and southern crossings facilitate the main pedestrian and cyclist movements: the north-to-south and east-to-west movements. It also connects the off-street shared use paths with the carriageway, thereby enabling cyclists to travel on and off the carriageway. In this way, the Refined Preferred Option design ensures that pedestrians and cyclists can efficiently cross the junction at the main desire lines. The provision of facilities close to the junction on the northern/ eastern arms of the junction was found to have limited benefit, due to the surrounding infrastructure and predominant desire lines, so the crossings are considered well-placed away from the junction. In addition, the provision of crossings at the northern/ eastern arms requires an all-red traffic stage, which is the key cause of the extensive congestion predicted by the modelling of the CYCLOPS option (Option #3).
Access for local residents and bus services – stakeholders highlighted the need to ensure that access to and from the A4095 is maintained for local residents and bus services, such as to residential streets to the south of the A4095 and Fringford Road	Modelling of the Refined Preferred Option demonstrates that levels of queueing decrease compared to the Do Minimum scenario, thereby improving access to and from nearby junctions. The signalisation of the junction allows for the impacts on adjacent junctions to be avoided/ managed. More information on the performance of the Preferred Refined Option is provided in the Vissim Forecast Technical Note (AECOM, 2021).
Segregated provision for pedestrians and cyclists – stakeholders emphasised the potential risks of shared use paths, especially for pedestrians and people with disabilities	The Refined Preferred Option provides segregated crossings for pedestrians and cyclists on the routes where the highest number of active mode users are forecast, specifically on the western and southern arms at Banbury Road junction. In this design, a separate cycle track is provided to the west of the B4100 between the junction and the crossing to the north, and to the south of the A4095 between the junction and the crossing to the east.

Key Concerns/Suggestions**Addressed in Refined Preferred Option**

The additional segregated facilities are proposed to reduce conflict between pedestrians and cyclists at the junction. Given that lower volumes of pedestrians and cyclists are forecast on routes using the facilities to the north of the A4095 and east of the B4100, the existing shared use path is considered appropriate. However, the Scheme incorporates a widening of the shared use path to the northeast of the junction, to provide more space for pedestrians and cyclists.

Cycle priority at minor road crossings – stakeholders requested that priority be provided to cyclists at minor road crossings, such as Fringford Road

Cycle and pedestrian priority has been provided at Fringford Road in the Refined Preferred Option. Other minor road crossings in the area do not fall within the scope of this Scheme but can be considered by Oxfordshire County Council in the future.

Safe transitions from the highway onto the cycle path – stakeholders asked for the provision of safe transitions between the carriageway and the cycle paths

The Refined Preferred Option incorporates provision for cyclists to leave and join the carriageway.

Further enhancement of the bridleway – stakeholders requested that the access to the bridleway to the northeast of the junction be improved

The Scheme can accommodate an improved connection between the shared use path along the eastern side of the B4100 and the bridleway. Further consideration will be given to this in the next design stages.

5.5.77 The Preferred Shortlisted Option was refined to incorporate additional improvements for pedestrians and cyclists. The Refined Preferred Option is shown in Figure 39 and Figure 40. The following changes were made to the Preferred Option design in the refinement process:

- Separate two-way cycle crossings are provided for the western and southern arms at the Banbury Road junction;
- Cyclists are more likely to cross the western and southern arms in one signal stage, due to it being a dedicated cycle crossing with less delay caused by interactions with pedestrians;
- A segregated cycle path is provided on the southern side of the A4095, between the eastern arm crossing and the Banbury Road junction, and the western side of the B4100, between Banbury Road junction and the northern arm crossing;
- Provision is provided for cyclists to leave and join the carriageway and to access the off-road provision;
- The pedestrian and cycle crossing over Fringford Road is improved, with priority given to active mode users; and
- The right turn out of Fringford Road has been maintained, with a yellow box provided at the A4095 / Fringford Road junction to facilitate the right turn out for buses.

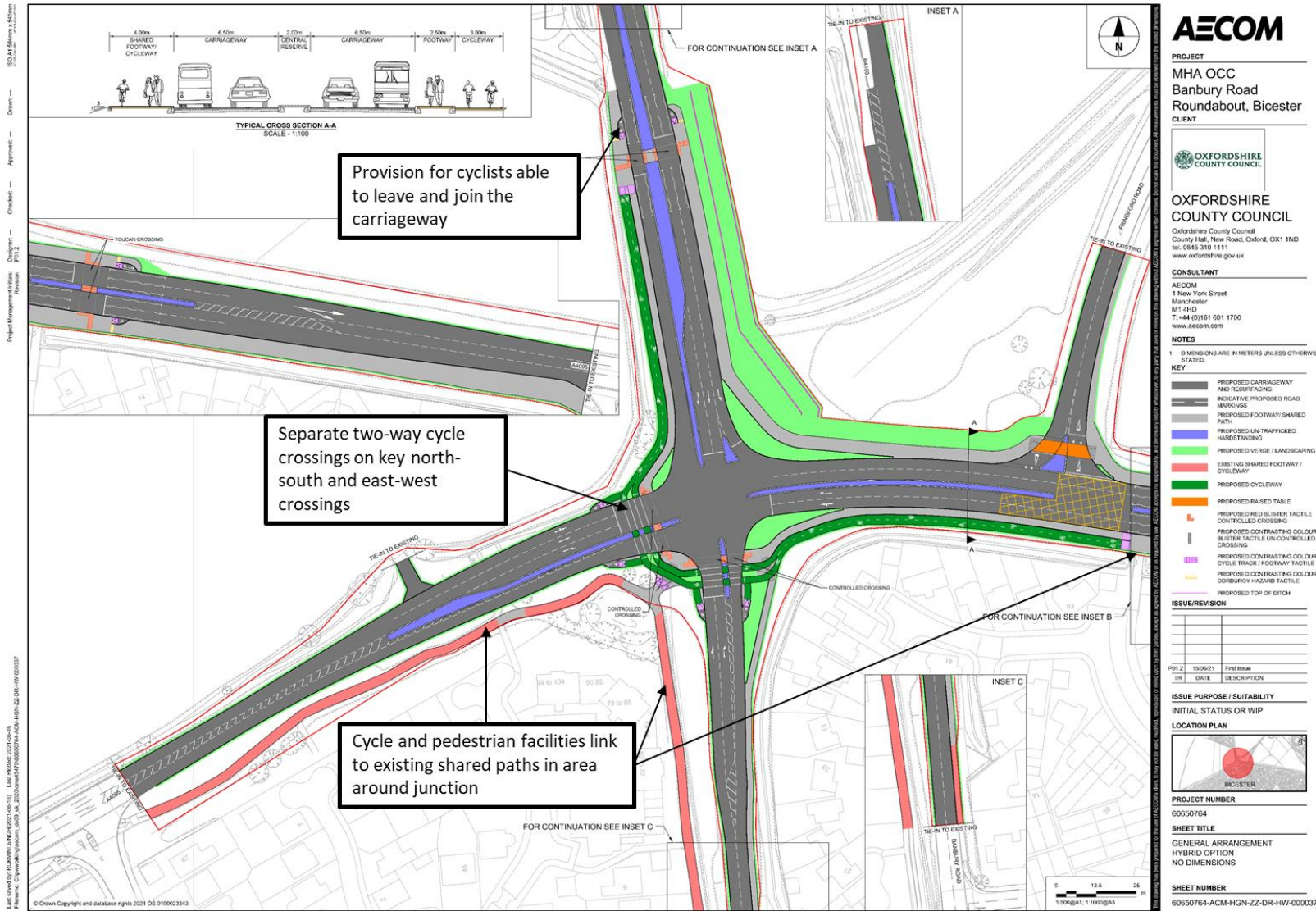


Figure 39. Refined Preferred Option Drawing

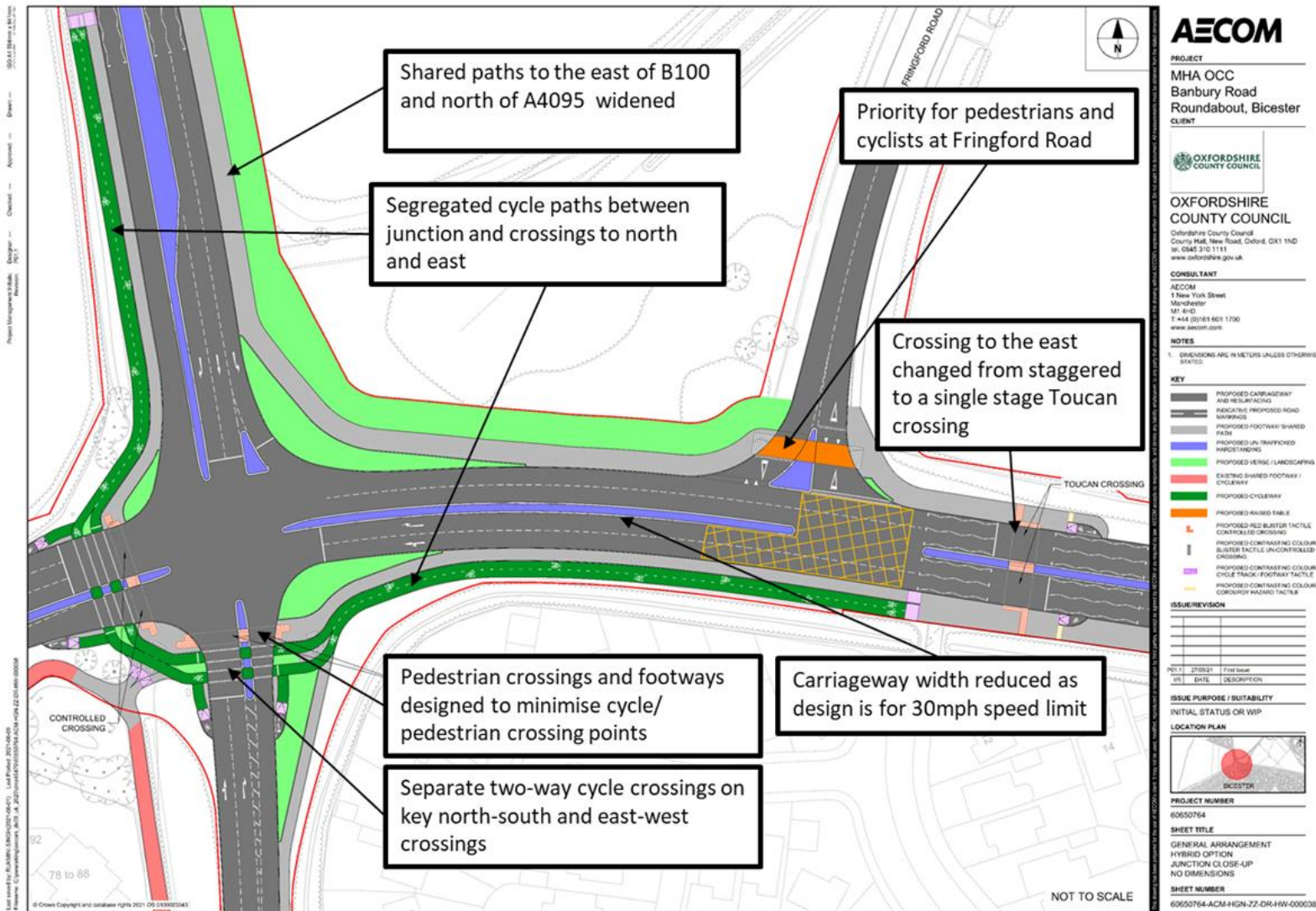


Figure 40. Refined Preferred Option Drawing – Junction

- 5.5.78 Analysis of pedestrian and cyclist demand and movement patterns identified the main desire lines to be the north-south and the east-west movements, which are served by the western and southern arm crossings. The improvements incorporated into the Refined Preferred Option ensure that pedestrians and cyclists can more efficiently cross the Banbury Road junction at the main desire lines. The Refined Preferred Option design provides direct, signal controlled crossings at the western and southern arms for pedestrians and cyclists. It incorporates two-way crossings for cyclists and allows cyclists to cross both arms in one signal stage. It also connects the off-street shared use paths with the carriageway, thereby enabling cyclists to travel on and off the carriageway. To reduce conflict points between pedestrians and cyclists at the Banbury Road junction, the Refined Preferred Option design provides segregated crossings for pedestrians and cyclists at the junction, in addition to a separate cycle path on the southern side of the A4095 and the western side of the B4100 leading up to the junction.
- 5.5.79 Modelling of the Refined Preferred Option demonstrates that it increases capacity for motorised traffic compared to the Do Minimum scenario, to a similar level of magnitude as the modelled Shortlisted Options #1 and #2. It also reduces delay for pedestrians and cyclists, in line with Option #2, although the higher cycle speeds possible due to cycle facilities being segregated was not reflected in the modelling, so the improvement may be greater. More information on the performance of the Refined Preferred Option is provided in the Vissim Forecast Technical Note (AECOM, 2021).
- 5.5.80 The Refined Preferred Option was taken forward for further appraisal.

Sift 2 Assessment of Refined Preferred Option

- 5.5.81 The Sift 2 appraisal has also been undertaken of the Refined Preferred Option, to retrospectively assess how this option compares against the three Shortlisted options.
- 5.5.82 This assessment has been undertaken using evidence from the further appraisal of the Refined Preferred Option – Sift 3 – where available, and as such, the level of detailed evidence used in the scoring of the Refined Preferred Option may differ from that used in the scoring of the three Shortlisted options for some of the criteria. Where this is the case, it has been highlighted in the text below.
- 5.5.83 It should be noted that since the Refined Preferred Option has not gone through public consultation, the management case criteria ‘M2. Stakeholder acceptability’ and ‘M3. Public acceptability/interest’ have not been scored.
- 5.5.84 Given that the Refined Preferred Option is a refinement of Option #2, it scores in line with Option #2 for most criteria. As a result, the text which follows only presents a detailed discussion of the criteria against which the Refined Preferred Option scores differently than Option #2.

Strategic Case

- 5.5.85 In scoring the Strategic Case, the same level of detailed evidence was used in scoring the Refined Preferred Option as for the three Shortlisted options.
- 5.5.86 The Refined Preferred Option scores in line with Option #2 for all the Strategic Case criteria (the project objectives) except for project objective #3 around safety and collision risks. Given the greater levels of segregation between pedestrians and cyclist introduced in the Refined Preferred Option, which reduces the number of conflict points between modes of travel, it received a score of +2.

Economic Case

- 5.5.87 Excluding one of the environmental sub-criteria, the same level of detailed evidence was also used in scoring the Refined Preferred Option for the Economic Case as for the three Shortlisted options.
- 5.5.88 For the 'E1. Impact on the economy' sub-criteria, the Refined Preferred Option scores in line with Option #2 for all criteria except for 'E1.1 Business users, freight and transport providers – Construction period traffic impacts'. The Refined Preferred Option provides a more complex design, for example incorporating the bi-directional cycleways and pedestrian crossings. This creates a relatively uncommon layout for the UK which has the potential to disrupt traffic during construction and the construction period being longer.
- 5.5.89 For the 'E2. Impact on the environment' sub-criteria, the Refined Preferred Option scores in line with Option #2 for all criteria except for 'E2.4 Landscape' and 'E2.5 Streetscape'. The differential landscape scoring was as a result of more detailed environmental impacts assessment having been undertaken following the scoring of the three Shortlisted options. For example, an Arboricultural Impacts Assessment Report and Tree Protection Plan have since been produced which identify the vegetation loss associated with the Refined Preferred Option. These assessments demonstrate that there would be minor changes to the site or local landscape character. Therefore, the Refined Preferred Option was given a neutral score for the 'E2.4 Landscape' criteria.
- 5.5.90 Given that the Refined Preferred Option incorporates additional and segregated provision for pedestrians and cyclists, which is likely to make the junction appear more user friendly to pedestrians and cyclists, this option was given a neutral score for 'E2.5 Streetscape' in comparison to the negative score given for Option #2.
- 5.5.91 It should be noted that the environmental assessment of the Refined Preferred Option was based on an earlier version of the design which incorporated a restricted right turn out of Fringford Road, which could have led to wider traffic reassignment. However, based on the strategic modelling previously undertaken, the number of vehicles making the right turn is very low, and therefore the potential reassignment is not expected to have a significant impact on the assessment. The Scheme currently facilitates the right turn out of Fringford Road.
- 5.5.92 Finally, for the 'E3. Impact on society' sub-criteria, the Refined Preferred Option scores in line with Option #2 for all criteria except for 'E3.3 Accidents'. Given the greater levels of segregation between pedestrians and cyclist introduced in the Refined Preferred Option, which reduces the number of conflict points between modes of travel, it received a score of +2.

Financial Case

- 5.5.93 A high level (order of magnitude) estimate for the Refined Preferred Option has been produced based on the general arrangement drawing detailed above, incorporating changes based on the Stage 1 Options Estimate Review meeting with Oxfordshire County Council on the 4th May 2021. The incorporated changes include measures for kerbing, street lighting, drainage and a split of the paved area to identify measure of resurfacing to existing carriageway and new carriage full construction.
- 5.5.94 The cost estimates and assessment of the Sift 2 appraisal of the Refined Preferred Option were undertaken based on the information available at the time.

- 5.5.95 Cost estimates informed the scoring of the financial case criteria 'F1.1 Infrastructure capital cost, operating and maintenance cost'. The Refined Preferred Option was valued at £14.9M. The cost estimate was considered to be relatively high and was therefore given a score of -2 for this criterion, in line with the other three Shortlisted options.
- 5.5.96 Further work is being undertaken to clarify key assumptions and costs, which is expected to result in an overall reduction in capital cost of the Refined Preferred Option.

Management Case

- 5.5.97 In scoring the Management Case, the same level of detailed evidence was used in scoring the Refined Preferred Option as for the three Shortlisted options.
- 5.5.98 The Refined Preferred Option scores in line with Option #2 for all criteria except for 'M1.2 Construction effect on the network'. The Refined Preferred Option provides a more complex design, for example incorporating the bi-directional cycleways and pedestrian crossings. This creates a relatively uncommon layout for the UK which has the potential to disrupt traffic during construction and the construction period being longer.

Commercial Case

- 5.5.99 In scoring the Commercial Case, the same level of detailed evidence was used in scoring the Refined Preferred Option as for the three Shortlisted options.
- 5.5.100 The Refined Preferred Option scores differently from Option #2 for the following sub-criteria to 'C1.1 Dependency and interface risk in relation to other projects, timescale of delivery, contractual complexity and risks': 'Highways design', 'Design of pedestrian facilities' and 'Design of cycle facilities'. Given that the Refined Preferred Option provides a more complex design, for example through the introduction of bi-directional cycleways and crossings, this option is considered to be more complex to design and deliver, with a slightly higher level of risk compared to Option #2.
- 5.5.101 At the time of the assessment, the cost of the Refined Preferred Option was thought to be in excess of the available funding and for this reason the Scheme scored -2 for 'C3. Funding and Income'.
- 5.5.102 Since the assessment was undertaken, OCC have confirmed that initial funding will be provided by provided by the Ministry of Housing, Communities and Local Government (MHCLG) and that further funding will be sought from developer contributions and the MHCLG at each stage of the project as it develops.

Updated Sift 2 Results

- 5.5.103 In Figure 41, total scores for each Business Case element for the Shortlisted options and the Refined Preferred Option are presented. More detailed results for each Business Case element are provided in Figure 42 to Figure 46. Detailed scoring for each sub-criteria is provided in Appendix D.
- 5.5.104 Figure 41 shows that in terms of overall scores, the Refined Preferred Option is the best performing option. It also performs best for the cases considered most important, specifically the strategic (project objectives) and economic cases. As a result, the Refined Preferred Option is considered to balance the needs of both motorised and non-motorised users, as well as the different priorities across the project objectives.
- 5.5.105 Given the greater level of construction complexity introduced by the segregated cyclist and pedestrian paths and crossings, the Refined Preferred Option scores

negatively for the management case. The overall negative score for the commercial case was as a result of the uncertainty around available funding at the time, which applies to all the options.

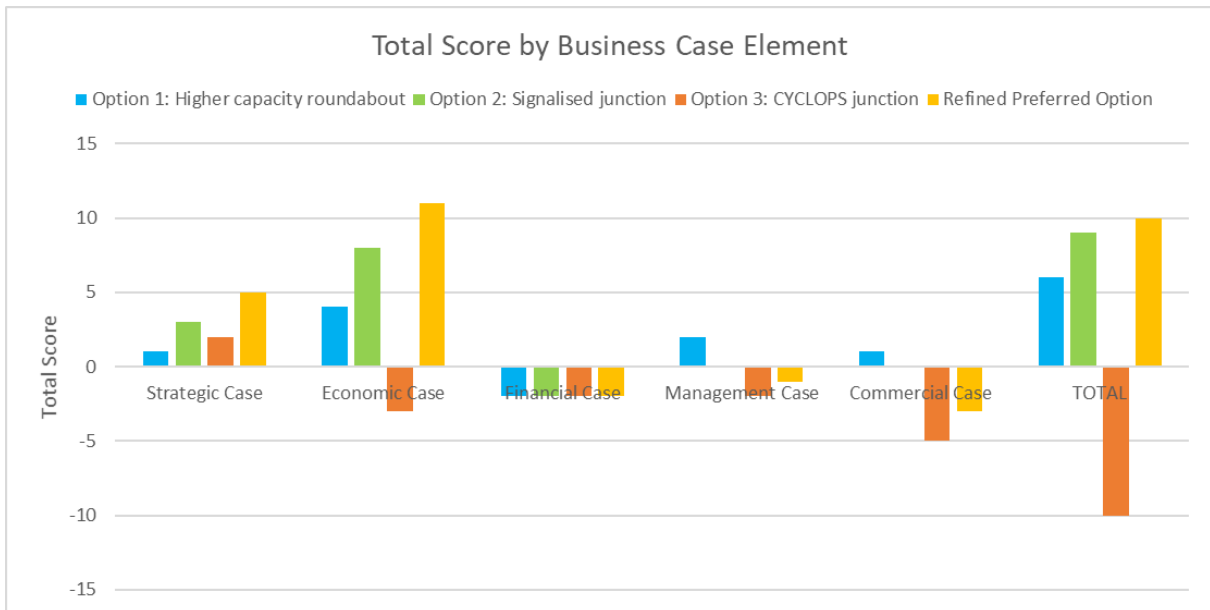


Figure 41. Updated Sift 2 Results – Total Score by Business Case Element

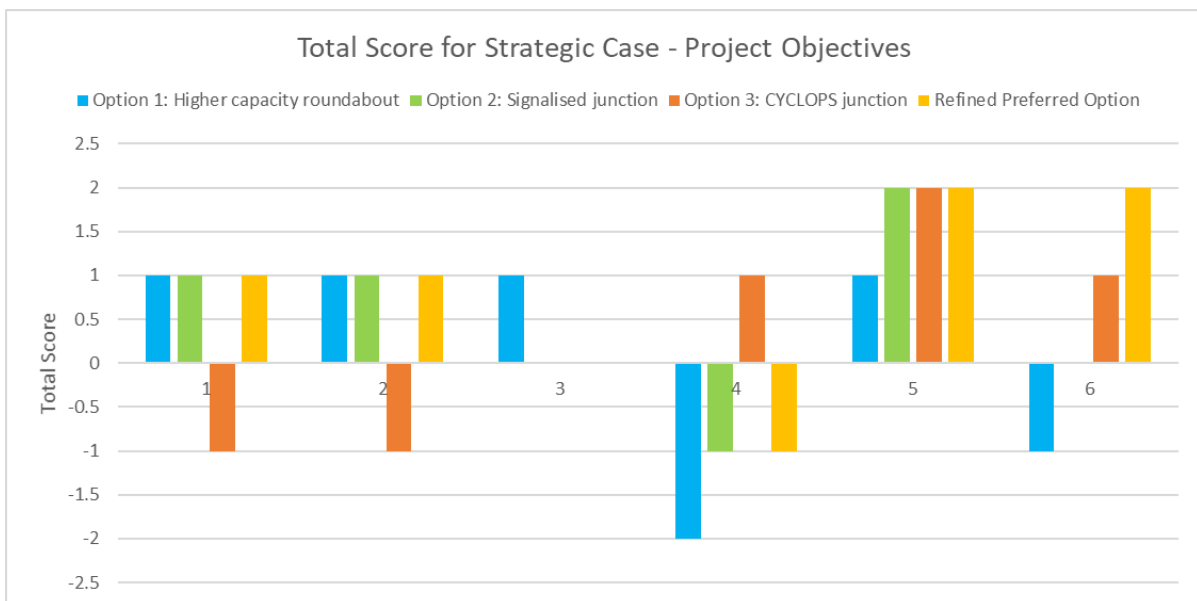


Figure 42. Updated Sift 2 Results – Total Score for Strategic Case

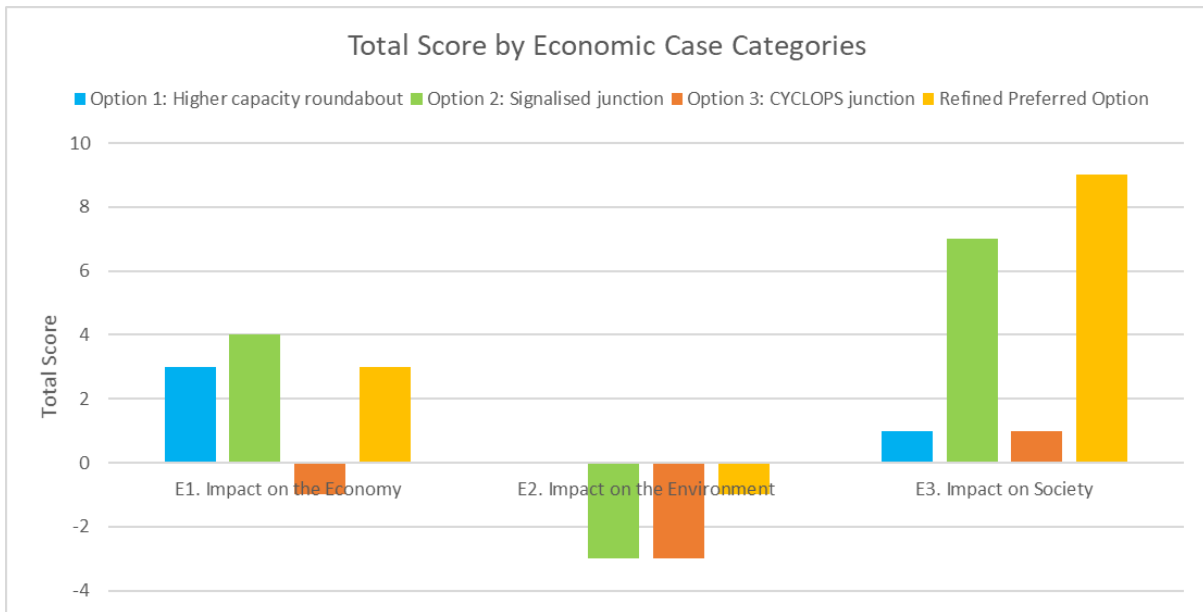


Figure 43. Updated Sift 2 Results – Total Score by Economic Case Categories

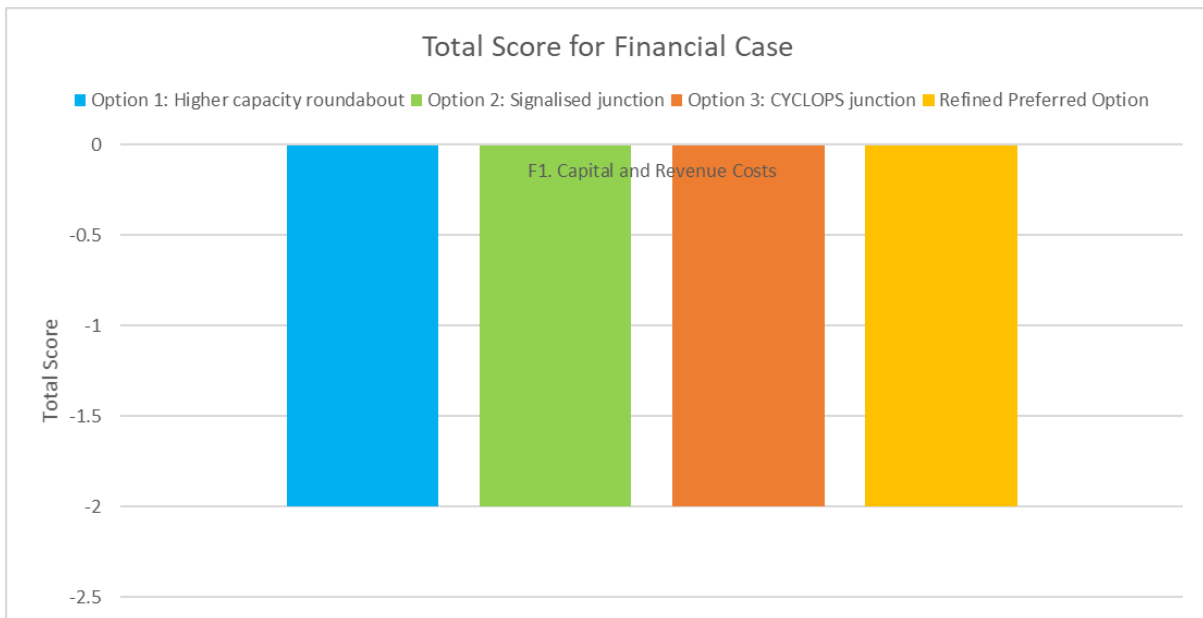


Figure 44. Updated Sift 2 Results – Total Score for Financial Case

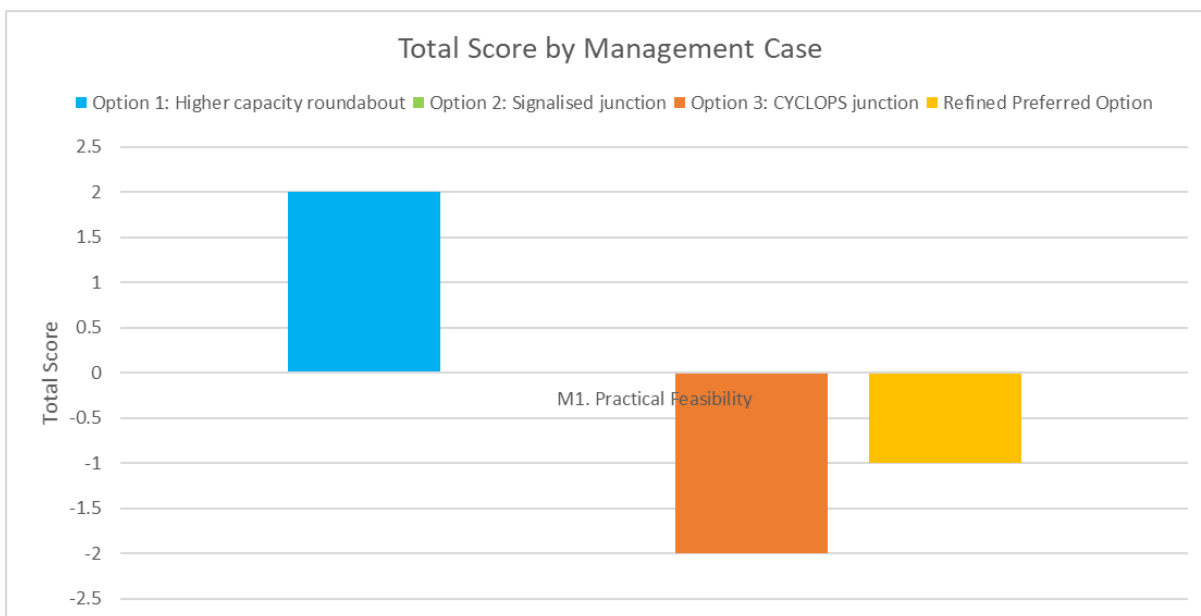


Figure 45. Updated Sift 2 Results – Total Score for Management Case

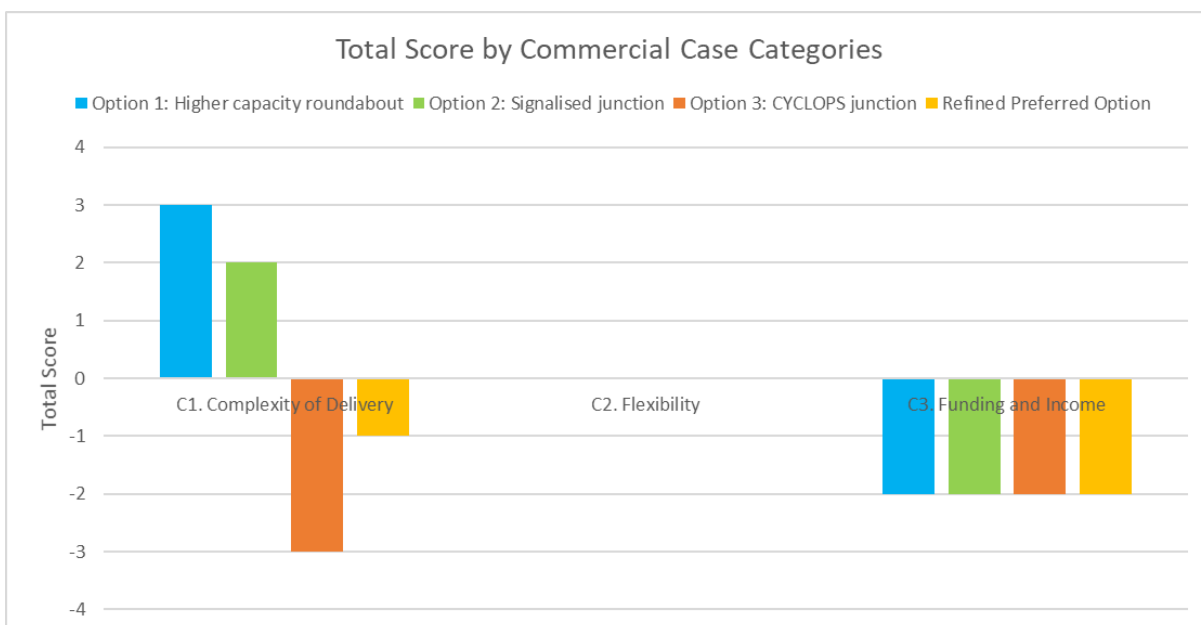


Figure 46. Updated Sift 2 Results – Total Score by Commercial Case Categories

5.6 Sift 3 – Further Appraisal

- 5.6.1 The third step of the sifting process involved further appraisal of the Refined Preferred Option in line with the methodology set out in the Appraisal Specification Report (ASR), including more detailed modelling and environmental impacts assessment.
- 5.6.2 Sift 3 consisted of further appraisal of the Refined Preferred Option in line with TAG and covering the sub-impacts of the Appraisal Summary Table, broadly categorised as economy, environmental, social and public accounts impacts.
- 5.6.3 This section reports on the further appraisal of the Refined Preferred Option in summary form. The appraisal is summarised in the Appraisal Summary Table in Table 22 and discussed further below. Table 22 also identifies which sub-impacts were not assessed in Sift 3 and provides brief justification as to why; more detailed information is provided in the ASR (AECOM, 2021).

Economy Appraisal

- 5.6.4 The economy sub-impacts of 'business users & transport providers', 'reliability impact on business users' and 'regeneration' were assessed as part of Sift 3.
- 5.6.5 As discussed in Table 22, the proposed Scheme is expected to have beneficial effects on the economy sub-impacts, specifically as a result of the journey time savings and reductions in average delay per vehicle brought about by the Scheme. Beneficial reliability impacts are expected given that signalisation provides greater adaptability to future changes in traffic flow patterns.
- 5.6.6 More information on the modelled performance of the Scheme is provided in the Vissim Forecast Technical Note (AECOM, 2021).

Environmental Appraisal

- 5.6.7 All of the environmental sub-impacts were assessed as part of Sift 3, although it should be noted that given the urban fringe nature of the site, the 'townscape' sub-impact was included in 'landscape'.
- 5.6.8 Table 21 summarises the outcome of the appraisal of the environmental sub-impacts, with more detail provided in Table 22.
- 5.6.9 As highlighted in Table 21, the expected impacts on 'noise', 'air quality', 'landscape', 'biodiversity' and 'water environment' range from slight adverse (or an overall net disbenefit) to an overall net benefit. However, the Scheme's effects on these sub-impacts are not considered to be significant. Where necessary, mitigation measures will be proposed.
- 5.6.10 Both the 'greenhouse gases' and 'heritage of historic resources' sub-impacts are expected to be adversely affected by the Scheme. While the appraisal of the 'greenhouse gases' impact does not consider the significance of the effects, the expected moderate adverse impact on 'heritage of historic resources' is considered to be significant. This is the only environmental sub-impact for which the Scheme is expected to have a significant effect. In consultation with the County Archaeologist, relevant mitigation measures will be identified and used to mitigate the impacts on heritage of historic resources.
- 5.6.11 The completed TAG worksheets for each environmental sub-impact are provided in Appendix G.
- 5.6.12 More detailed information on the environmental impacts assessments undertaken for the Scheme is provided in the Air Quality Report, Arboricultural Impact Assessment Report, Tree Protection Plan and Noise Assessment (AECOM, 2021).

Table 21. Sift 3 Results – Summary of Environmental Appraisal

Sub-impact	Effect	Significant?
Noise	Net benefit – an overall decrease in noise as a result of the Scheme.	No
Air quality	Net disbenefit – but the forecast changes in air quality are not considered significant.	No
Greenhouse gases	Adverse – an overall increase in carbon emissions	Not applicable
Landscape	Temporary, short-term impacts of construction plant and activity. Overall, the long-term residual effects on landscape character would be negligible.	No
Heritage of historic resources	Moderate adverse – potential for previously unrecorded archaeology to be physically impacted during construction and potential for two listed buildings to have their setting changed.	Yes
Biodiversity	Slight adverse potential impact on woodland habitats, however this effect is not considered significant. No important ecological features are present within the Scheme.	No
Water environment	Neutral	No

Social and Distributional Appraisal

- 5.6.13 The social sub-impacts of ‘commuting and other users’, ‘reliability impact on commuting and other users’, ‘physical activity’, ‘accidents’ and ‘severance’ were assessed as part of Sift 3.
- 5.6.14 As discussed in Table 22, the proposed Scheme is expected to have beneficial effects on the social sub-impacts. Given that the Scheme results in lower levels of delay compared to the Do Minimum scenario, and that signalisation provides greater adaptability to future changes in traffic flow patterns, beneficial effects are expected for the sub-impacts of ‘commuting and other users’ and ‘reliability impact on commuting and other users’.
- 5.6.15 The sub-impacts of ‘physical activity’, ‘accidents’ and ‘severance’ are expected to be beneficially impacted by the Scheme given improvements to pedestrian and cyclist facilities and the resulting reduction in active mode travel times and risk of accidents.
- 5.6.16 The completed TAG worksheets for the social sub-impacts are provided in Appendix G.
- 5.6.17 A distributional impacts assessment has been undertaken of the Scheme, considering the variance of Scheme’s impacts across different social groups. The first step of the assessment – the screening process – identified two impacts to take forward to the assessment and appraisal of distributional impacts: noise and air quality. Further information on the outcome of the screening process is provided in the ASR (AECOM, 2021).
- 5.6.18 To understand the income distribution in the noise and air quality impact areas, the Income Deprivation domain of the English Indices of Deprivation (2019) were used. The four Lower Level Super Output Areas (LSOAs) captured by the respective impact areas are among the least deprived areas nationally (80-100% percentiles).
- 5.6.19 In addition to income distribution, the noise distributional impacts assessment also considers the social groups of ‘children and young people’ (people under the age of 16) and ‘older people’ (people over 70 years of age). Looking at the distribution of these social groups in the impact areas, it was found that the proportion of children and young

people is in line with the average for England (21% versus 19% for England). However, the average proportion of older people is significantly lower (6% versus 14% for England). While the analysis identified playgrounds and a school in or near the impact area, there were no care homes or hospitals nearby.

- 5.6.20 The air quality assessment also considers the impact on children and young people, for which the above findings held true.
- 5.6.21 Given the above findings in terms of the distribution of income groups, children and young people, and older people, and the fact that the noise and air quality assessments showed that the Scheme is not expected to bring about any significant noise or air quality effects (see Table 22), the distributional impacts assessment concluded that the Scheme is expected to have overall neutral distributional impacts in terms of noise and air quality.
- 5.6.22 It should be noted that the distributional impacts assessment has been based on currently available information regarding the social groups within the vicinity of the Scheme. It would not have been appropriate to make assumptions about the sociodemographic make-up of the current and future transport users given the limited information available through the Vissim modelling, nor would it have been appropriate to make assumptions about the sociodemographic make-up of the future residents of North West Bicester and or any other new development in the impact area.
- 5.6.23 The completed TAG worksheets for the distributional impacts assessment are provided in Appendix G.

Public Accounts Appraisal

- 5.6.24 A cost estimate of the Refined Preferred Option was undertaken in line with the approach set out in the ASR and in paragraphs 5.5.93 to 5.5.96 of this report.
- 5.6.25 The Refined Preferred Option is valued at £14.9M. However, it should be noted that the cost estimate has been undertaken based on the currently available information and is subject to revision. Further work is being undertaken to clarify key assumptions and costs, which is expected to result in an overall reduction in capital cost of the Scheme.
- 5.6.26 Initial funding for the Scheme is being provided by the Ministry of Housing, Communities and Local Government (MHCLG) to progress the design through planning and preliminary design. Further funding to support the development and delivery of the Scheme will be sought from developer contributions and from the MHCLG. Further funding from the MHCLG will be sought at each stage of the project as it develops so as to reflect refined scheme costs and any potential contributions secured. As such the Public Accounts TAG worksheets have not been completed at this stage as the funding and scheme costings will be refined further at later stages.

Summary

- 5.6.27 The further appraisal has demonstrated that the proposed Scheme is expected to bring significant benefits across the sub-impacts appraised as part of Sift 3.
- 5.6.28 The expected benefits are likely to support the delivery of the project objectives. The travel time savings and delay reductions brought about by the Scheme demonstrate that the Scheme is likely to provide a resilient solution to the forecast capacity issues at the A4095 / B4100 Banbury Road junction which, in turn, may support the delivery of homes and jobs across Bicester and at North West Bicester.

- 5.6.29 The improvements to pedestrian and cyclist facilities introduced as part of the Scheme will allow active mode users to more safely and efficiently cross the junction at the main desire lines, thereby reducing the dangers associated with travel and encouraging more sustainable forms of travel.
- 5.6.30 The environmental impacts assessment demonstrated that for the majority of sub-impacts, the Scheme is considered to not have a significant effect, including for carbon emissions. As a result, the Scheme is considered to mitigate the impact of vehicular traffic on the local community and urban environment. However, the Scheme is expected to have a significant and adverse effect on heritage of historic resources. To mitigate the impacts on heritage of historic resources, relevant mitigation measures will be identified and used in consultation with the County Archaeologist.

Table 22. Appraisal Summary Table

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
Business users & transport providers	Average delay per vehicle in the modelled network decreases for motorised vehicles compared to the Do Minimum scenario. This leads to improved travel times through the network. In addition to the delay improvements, the Preferred Option also provides more balanced delay across the approach arms compared to the Do Minimum scenario. The improvements to business users and transport providers are considered to be moderate beneficial.	The Preferred Option sees a 10% decrease in average delay per vehicle in the AM peak and a 51% reduction in the PM peak compared to the Do Minimum scenario.	Moderate beneficial	Not applicable
Reliability impact on Business users	Signalisation provides greater adaptability to changes in future flow patterns, allowing for balancing of delay across the approaching arms. This is expected to result in slight beneficial improvements in journey time reliability.	Not applicable	Slight beneficial	Not applicable
Regeneration	Travel times through the network improve to a moderate beneficial degree for motorised vehicles compared to the Do Minimum scenario. The Preferred Option also provides lower levels of localised queueing which improves access to and from nearby junctions. This is likely to help	Not applicable	Moderate beneficial	Not applicable

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
	support growth across the town and at North West Bicester.			
Wider impacts	Not assessed as wider impacts considered to be neutral.	Not applicable	Not applicable	Not applicable
Noise	<p>There are expected to be minor reductions in operational traffic noise for residential properties immediately south of the A4095 from the speed limit reduction on the A4095. Increases in traffic noise in the future appraisal year are from the North West Bicester development and not as a result of the Preferred Option in isolation. The quantitative monetised value for the scheme represents a net benefit (i.e. reduction in noise).</p>	£166,853.	Not applicable	Neutral
				<p>The income distribution in the impact area has been derived based on the Income Deprivation domain of the English Indices of Deprivation 2019, which indicates that the four Lower Super Output Areas (LSOAs) captured by the noise impact area are all among the least deprived areas nationally (80-100% percentiles). The Scheme is not considered to bring about significant changes in noise in the impact area. This is also true for changes in noise at the playgrounds and schools in or near the impact area. There are no care homes or hospitals in or near the impact area. The average proportion of children (people < 16 years of age) across the four LSOAs in the noise impact area is in line with the average for England. However, the average proportion of older people (people > 70 years of age) is significantly lower. Therefore, the noise impact on the social groups of Children & young</p>

Sub-impacts	Summary of key impacts	Assessment Quantitative	Qualitative	Distributional
Air Quality	<p>The Scheme is not located in an Air Quality Management Area (AQMA) and monitored concentrations of NO₂ are well below the relevant objective values close to the junction.</p> <p>The local air quality assessment predicted that the air quality objective values for NO₂ or particulates will not be exceeded in the opening year 2022 with or without the Scheme.</p> <p>The plan level assessment predicted a deterioration in concentrations due to the Scheme.</p>	<p>The local assessment showed that annual mean NO₂ concentrations were predicted to be below the objective value at all selected public exposure receptors. There were some positive and negative impacts at receptors, but effects were considered to be not significant. The ecological assessment concluded that there were no significant air quality effects due to nitrogen deposition or nitrogen oxides based DMRB LA105 guidance. The compliance risk assessment indicated that there are no exceedances of the EU Limit Value so there is no risk to the reported date of compliance with the Air Quality Directive.</p> <p>The Plan Level calculations showed that in the opening year: For PM_{2.5}, concentrations would improve at 1,027 properties, stay the same at 197 properties and worsen at 317 properties. For NO₂, concentrations would improve at 576 properties, stay the same at 6 properties and worsen at 959 properties. Net Total Assessment score for PM_{2.5}: 6.2</p>	Adverse	<p>people and older people is considered neutral.</p> <p>Neutral</p> <p>The income distribution in the impact area has been derived based on the Income Deprivation domain of the English Indices of Deprivation 2019, which indicates that the four LSOAs captured by the noise impact area are all among the least deprived areas nationally (80-100% percentiles). The Scheme is not considered to bring about significant changes in air quality in the impact area. This is also true for changes in air quality at the playgrounds in the impact area. There are no schools or hospitals in the impact area. The average proportion of children (people < 16 years of age) across the four LSOAs in the air quality impact area is in line with the average for England. Therefore, the air quality impact on the social group of Children and young people is considered to be neutral.</p>

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
		Net Total Assessment score for NO ₂ : 107.2.		
		Total value of change in air quality: -£97,167.		
Greenhouse gases	An overall increase in carbon emissions is predicted due to increases in traffic flows and increased congestion with the Scheme in place compared to without the Scheme.	Over the 60-year appraisal period, there was a predicted increase of 3,957 tonnes of carbon with the Scheme in place and a change in non-traded carbon (CO ₂ e) of -£168,687. There are no traded carbon emissions. There is a predicted opening year increase of 283 tonnes of carbon with the Scheme in place.	Adverse	Not applicable
Landscape	Temporary, short-term impacts of construction plant and activity. Localised and small-scale removal of vegetation within the existing highway corridor. Introduction of a widened road corridor, additional signage and signalised structures within the highway boundary.	Not applicable	Overall, the long-term residual effects on landscape character, both at the Site level and across the Landscape Type and Landscape Character Area would be negligible. From two of the representative viewpoint locations there would be minor adverse residual visual effects as a result of the localised removal of vegetation and negligible effects from all others.	Not applicable
Townscape	Townscape has been assessed as part of the landscape sub-impact given the urban fringe nature of the site.	Not applicable	Not applicable	Not applicable
Heritage of Historic resources	There is potential for previously unrecorded archaeology to be physically impacted during the construction of the Scheme in	Not applicable	Moderate Adverse	Not applicable

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
	<p>areas of agricultural land around the current road.</p> <p>There is also potential for the listed Home Farmhouse and the Church of St Laurence to have their setting changed by an increase in noise and traffic.</p>			
Biodiversity	<p>No important ecological features are present within the Scheme. The biodiversity assessment has identified a potential adverse impact on woodland habitats present within Bure Park Local Nature Reserve and 40m of the A4095 from Nitrogen deposition associated with changes in traffic flows resulting from the operation of the Scheme. This effect is not significant.</p>	Not applicable	Slight Adverse	Not applicable
Water Environment	<p>Baseline information has been obtained from a site walkover (5/3/21) review of publicly available information and from a request for data from the Environment Agency. No direct works are required to any watercourse, but the impermeable area of road will increase by approximately 50% against the existing roundabout. As such, there is potential for additional surface water runoff and accidental spillages containing pollutants to be runoff into receiving watercourses. The drainage strategy is under development but</p>	Not applicable	Neutral	Not applicable

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
	<p>is intended to tie in with the existing site drainage, discharging to Town Brook to the west of the Scheme, and a tributary of Langford Brook to the east of the Scheme. Sustainable Drainage Systems (SuDS) will be provided for water quality treatment prior to discharging to a watercourse, and to attenuate flows to a discharge rate of 40% lower than the existing situation, as per the requirements of Oxfordshire County Council's Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire. As such, there will be no deterioration in water quality in any waterbody and controlled runoff rates will prevent any increase in flood risk downstream. Provision of SuDS where there currently is none will provide a degree of treatment for deicant salts, and potentially an improvement to the receiving watercourses overall in terms of water quality. An assessment of routine road runoff and chemical spillage risk will be undertaken of the final drainage strategy in accordance with the approach outlined in DMRB LA113 Road Drainage and the Water Environment (i.e. a HEWRAT assessment). Should the need for additional mitigation be identified</p>			

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
	through this exercise, this will be built into the detailed Scheme design. The Scheme will be constructed at grade and all runoff will be to surface watercourses, and as such, no adverse impacts on groundwater quality or flow have been identified. As there are no direct works to watercourses there will be no morphological impacts. A Flood Risk Assessment has been undertaken for the proposed design and indicates no significant increase in flood risk on or off site.			
Page 469 Commuting and Other users	Average delay per vehicle in the modelled network decreases for motorised vehicles compared to the Do Minimum scenario. This leads to improved travel times through the network. In addition to the delay improvements, the Preferred Option also provides more balanced delay across the approach arms compared to the Do Minimum scenario. The improvements to commuting and other users are considered to be moderate beneficial.	The Preferred Option sees a 10% decrease in average delay per vehicle in the AM peak and a 51% reduction in the PM peak compared to the Do Minimum scenario.	Moderate beneficial	Not applicable
Social Reliability impact on Commuting and Other users	Signalisation provides greater adaptability to changes in future flow patterns, allowing for balancing of delay across the approaching arms. This is expected to result in slight	Not applicable	Slight beneficial	Not applicable

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
	beneficial improvements in journey time reliability.			
Physical activity	While the travel time savings forecast for pedestrians and cyclists in the PM peak could be considered large beneficial, there is uncertainty around the delays experienced by pedestrians and cyclists in the Do Minimum scenario, due to the operation of the uncontrolled crossing at the southern approach arm. To account for this uncertainty, a conservative assessment would be that the physical activity impacts are considered to be moderate beneficial. It should be noted that the potential to induce active mode trips as a result of the Scheme has not been assessed; the same level of forecast pedestrian and cyclist demand is forecast for both the with- and without-Scheme scenarios.	Not applicable	Moderate beneficial	Not applicable
Journey quality	Not assessed as journey quality impacts are expected to be limited. Assumed neutral.	Not applicable	Not applicable	Not applicable
Accidents	Higher level of control at crossings compared with Do Minimum scenario. The Refined Preferred Option has more mitigation for conflict points between modes of travel and may lead to a lower propensity for incidents.	Not applicable	Moderate beneficial	Not applicable

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
	<p>Higher degree of segregation of cyclist and pedestrian modes of travel.</p> <p>However, the Refined Preferred Option presents a non-conventional signalised crossroads layout which would be unfamiliar to all users, which could increase propensity for incidents.</p> <p>This is expected to result in moderate beneficial improvements in terms of risk of accidents.</p>			
Security	Not assessed are impacts on security are expected to be limited. Assumed neutral.	Not applicable	Not applicable	Not applicable
Access to services	Not assessed as current levels of access are likely to be maintained. Assumed neutral.	Not applicable	Not applicable	Not applicable
Affordability	Not assessed as impacts on affordability are expected to be limited. Assumed neutral.	Not applicable	Not applicable	Not applicable
Severance	While the severance impacts are considered to be slight positive in two locations and neutral in the remaining two, the total number of people potentially affected by the slight positive impacts are considered to be high (above 6,000 people within a 10 minutes walking radius of the junction). As a result, the overall severance impacts are expected to be slight positive.	Not applicable	Slight positive	Not applicable

Sub-impacts	Summary of key impacts	Assessment		
		Quantitative	Qualitative	Distributional
Option and non-use values	Not assessed as non-use values are expected to be limited. Assumed neutral.	Not applicable	Not applicable	Not applicable
Public Accounts	Cost to Broad Transport Budget	Not applicable	Not applicable	Not applicable
	Indirect Tax Revenues	Not applicable	Not applicable	Not applicable

6 Conclusion

- 6.1.1 This report has presented the current and future conditions analysis and policy context which underlined the development of project objectives and option generation for the A4095 / B4100 Banbury Road Roundabout Improvements (BRRI) Scheme.
- 6.1.2 Additionally, this report has set out the approach for the initial longlisting and subsequent sifting stages – sift 1, sift 2 and sift 3 – which resulted in one option being identified as the Refined Preferred Option.
- 6.1.3 Sift 3 consisted of further appraisal of the Refined Preferred Option in line with the approach set out in the Appraisal Specification Report (ASR). This appraisal demonstrated that the proposed Scheme is expected to bring about significant benefits which will contribute to delivering the project objectives.
- 6.1.4 As a document which sets out how the Refined Preferred Option has been determined it is a key document which will support the Scheme's planning application.

Appendix A Sift 2 Criteria

Table 23. Sift 2 – Strategic Case Criteria

Category	Criteria	Sub-criteria
S1. Project Objectives	S1.1 Project Objectives * *National and local policies incorporated in the scoring of the Project Objectives	Support the growth of new homes and jobs, and increase economic vitality
		Provide a resilient solution which addresses the forecast levels of congestion at the A4095 / B4100 Banbury Road Roundabout
		Mitigate the impact of vehicular traffic issues at the A4095 / B4100 Banbury Road roundabout on communities and the urban environment
		Reduce carbon emissions from transport in the town
		Encourage alternative forms to car use where suitable including public transport, active travel and smarter choices
		Reduce casualties and dangers associated with travel

Table 24. Sift 2 – Economic Case Criteria

Category	Criteria	Sub-criteria	
E1. Impact on the Economy	E1.1 Business users, freight, and transport providers	Highway user travel time changes, excluding bus users	
		Bus travel time changes	
		Walk travel time changes	
E2. Impact on the Environment	E2.1 Noise	Cycle travel time changes	
		Construction period traffic impacts	
	E1.2 Reliability	Construction impacts - walk and cycle	
		Variability in highway user journey times	
	E2.2 Air quality	Construction period environmental impacts	
		Operation period environmental impacts	
		E2.3 Greenhouse gases	Estimated change in NOx/PM emitted
		E2.4 Landscape	Change in CO2/Carbon emissions
Impact on landscape, including visual impact, such as on the hedgerow			
E2.5 Streetscape		Impact on streetscape and urban environment	
E2.6 Historic environment	Impact on historic landfill, listed buildings and scheduled monuments		
E2.7 Biodiversity	Impact on biodiversity		
	E2.8 Water environment	Flood mitigation	
E3. Impact on Society		E3.1 Non-business users, including commuters and leisure/education	Water quality
	Highway user travel time changes		
	Bus travel time changes		
	Walk travel time changes		
	E3.2 Physical activity	Cycle travel time changes	
		Health benefits	
	E3.3 Accidents	Impact on rate of incidents	
	E3.4 Severance	Severance	
E3.5 Accessibility – access to the road/infrastructure for residents/land owners	E.g. access implications in terms of queues blocking back and prohibiting access to side roads		

Table 25. Sift 2 – Financial Case Criteria

Category	Criteria	Sub-criteria
F1. Capital and Revenue Costs	F1.1 Infrastructure capital costs, operating and maintenance costs	Estimate of capital costs

Table 26. Sift 2 – Management Case Criteria

Category	Criteria	Sub-criteria
M1. Practical Feasibility	M1.1 Engineering, interfaces, complexity and feasibility	Design and construction - including programme, design standards, etc
	M1.2 Construction effect on the network	Impact of construction on the network, e.g. traffic management and delays
	M1.3 Possibility to change option – option flexibility	Future proofing
M2. Stakeholder Acceptability	M2.1 Stakeholder acceptability/interest	Views expressed by stakeholders during the consultation process
M3. Public Acceptability/Interest	M3.1 Public acceptability/interest	Public view on scheme components, including public consultation responses

Table 27. Sift 2 – Commercial Case Criteria

Category	Criteria	Sub-criteria
C1. Complexity of Delivery	C1.1 Dependency and interface risk in relation to other projects, timescale of delivery, contractual complexity and risks	Highways design
		Design of pedestrian facilities
		Design of cycling facilities
		Interface with other schemes considered
C2. Flexibility	C2.1 Possibility to change option – option flexibility	Breaking down of schemes to ease the delivery (specialist partners for example)
C3. Funding and Income	C3.1 Scope to meet funding criteria	MHCLG funding conditions

Appendix B High-level Sift Results

#	Long List of Concepts	Sifting Commentary	Project Objectives						Affordability	Technical Complexity	Acceptability	Total	Rank
			1	2	3	4	5	6					
1	Pedestrian and cycle network	Supports the masterplan vision for NW Bicester and Bicester as a whole in terms of facilitating sustainable growth and travel. Unlikely to address forecast congestion issues due to these issues expected to be a result of additional traffic above and beyond the ambitious sustainable travel targets at NW Bicester. Impacts on urban environment and carbon emissions could be limited by low mode shift away from car use. Dedicated infrastructure provision for pedestrians and cyclists likely to reduce perceived dangers and real risks associated with active travel.	1	0	1	1	2	1	2	2	1	11	1
2	Bus service improvements	Supports the masterplan vision for NW Bicester and Bicester as a whole in terms of facilitating sustainable growth and travel. Unlikely to address forecast congestion issues due to these issues expected to be a result of additional traffic above and beyond the ambitious sustainable travel targets at NW Bicester. Impacts on urban environment and carbon emissions could be limited by low mode shift away from car use. Operation and maintenance involves	1	0	1	1	2	1	1	2	1	10	3

#	Long List of Concepts	Sifting Commentary	Project Objectives						Affordability	Technical Complexity	Acceptability	Total	Rank
			1	2	3	4	5	6					
		external partners, such as service providers and may have implications for depot use / capacity needs.											
3	Bus priority network	Supports growth (homes and jobs) and facilitates sustainable travel. Unlikely to address forecast congestion issues due to these issues expected to be a result of additional traffic above and beyond the ambitious sustainable travel targets at NW Bicester. Impacts on urban environment and carbon emissions could be limited by low mode shift away from car use. Scheme could be simple signalling or dedicated bus lane. While in line with sustainable travel policies, likely to involve challenges in terms of public and stakeholder acceptability due to the costs involved.	1	0	1	1	2	1	0	0	0	6	6
4	New rail station	Supports growth at NW Bicester (if the new station were to be located there/in the vicinity), however judged unlikely to have a significant impact on the forecast congestion issues at the roundabout as the forecast traffic is expected to be predominantly internal trips within Bicester, whereas a rail station would predominantly serve external trips. Impacts on urban environment and carbon emissions limited by the expected minimal impact on internal car trips. Capital costs expected to be high and the project relatively complex	2	0	0	1	2	1	-2	-1	-1	2	8

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#	Long List of Concepts	Sifting Commentary	Project Objectives						Affordability	Technical Complexity	Acceptability	Total	Rank
			1	2	3	4	5	6					
		(especially when compared to other options). Public acceptability likely to be low due to associated costs and questioning of the need for further rail interventions, given the planned East-West Rail project.											
5	New highway	While new highway infrastructure may support growth and address forecast capacity issues at the roundabout by moving traffic onto the new highway provision, the provision of additional capacity is likely to create induced demand which will negatively impact the urban environment and increase carbon emissions more widely in the town. A new road is considered to be comparatively more complex in terms of length of provision and links into existing network. Stakeholder / public support likely to be low given associated costs as well as local sustainable travel priorities and national and regional climate policies.	2	1	-1	-1	-2	0	-1	0	-2	-4	10
6	Capacity improvements on existing highway	While new improvements may support growth it may not address the forecast capacity issues at the roundabout since these are bound to the junction capacity and not the link (highway) capacity. The provision of additional capacity is likely to create induced demand which will negatively impact the urban environment	1	1	-1	-1	-2	0	0	0	0	-2	9

#	Long List of Concepts	Sifting Commentary	Project Objectives						Affordability	Technical Complexity	Acceptability	Total	Rank
			1	2	3	4	5	6					
		and increase carbon emissions more widely in the town.											
7	Junction capacity improvement	Junction capacity improvement will support growth particularly at NW Bicester and are likely to address forecast capacity issues at the roundabout and may therefore mitigate impacts on communities and the urban environment, e.g. by reducing carbon emissions from queueing at the roundabout. By providing for sustainable modes at the junction, intervention likely to encourage sustainable travel. Locally focused intervention which is could be less complex. Improved junction design in terms of safety.	2	2	2	0	1	1	1	1	1	11	1
	Travel planning	Unlikely to address forecast congestion issues due to these issues expected to be a result of additional traffic above and beyond the ambitious sustainable travel targets at NW Bicester. Impacts on urban environment and carbon emissions could be limited by low mode shift away from car use. Demand based interventions are generally less costly and more practically feasible than infrastructure or service based interventions.	0	0	1	1	1	0	2	2	1	8	4
9	On-demand sharing scheme	Unlikely to address forecast congestion issues due to these issues expected to be a result of additional traffic above and beyond the ambitious sustainable travel	0	0	1	1	1	0	2	2	1	8	4

#	Long List of Concepts	Sifting Commentary	Project Objectives						Affordability	Technical Complexity	Acceptability	Total	Rank
			1	2	3	4	5	6					
		targets at NW Bicester. Impacts on urban environment and carbon emissions could be limited by low mode shift away from car use. Demand based interventions are generally less costly and more practically feasible than infrastructure or service based interventions.											
10	Demand management through pricing/charging	Unlikely to address forecast congestion issues due to these issues expected to be a result of additional traffic above and beyond the ambitious sustainable travel targets at NW Bicester. Impacts on urban environment and carbon emissions could be limited by low mode shift away from car use. Demand based interventions are generally less costly and more practically feasible than infrastructure or service based interventions. Stakeholder / public support likely to be low as intervention involves economic disincentive.	0	0	1	1	1	0	2	2	-2	5	7

Appendix C Sift 1 Results

#	Long List of Options	Sifting Commentary	Project Objectives						Perceived Feasibility					
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
1	Retrofit of existing roundabout	Option unlikely to increase capacity for motorised vehicles due to the difficulty of providing capacity within existing geometry, thereby not addressing forecast congestion issues, which may hinder growth and worsen impact on communities and urban environment. The option provides crossing facilities for active modes, thereby increasing potential for mode shift away from cars, which is likely to lead to a reduction in carbon emissions overall. Roundabouts generally introduce more conflict which increases safety risks. No risk of exceeding budget. Deliverability challenges due to providing crossings close to the roundabout. Option not likely to be seen as acceptable due to not addressing forecast capacity issues.	-1	-1	-1	1	1	-2	-3	2	-1	-1	1	1
2	Dutch style roundabout with pedestrian and cyclist crossings close to the roundabout	Option likely to reduce capacity for motorised vehicles due to priority given to active modes. Less likely to address forecast congestion issues, which could hinder growth and not mitigate the impact of traffic growth on communities and urban environment.	-1	-1	-1	1	2	-1	-1	1	1	0	0	2

#	Long List of Options	Sifting Commentary	Project Objectives						Perceived Feasibility					
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
		The option prioritises active modes over highway traffic, which could significantly increase the potential for mode shift away from cars and reduce carbon emissions. However, there are potential safety risks due to users not being familiar with this type of junction design, though these could reduce over time as people become more familiar. Likely to be delivered within budget. This junction type has been delivered in the UK before, however is not as common as other options. Could be seen as a controversial choice, with strong support from some and objections from others.												
	Higher capacity roundabout with pedestrian and cyclist crossings away from the roundabout	Capacity improvement for motorised vehicles likely to support growth, address forecast congestion issues and mitigate negative impacts on communities and the urban environment. While active mode crossings are provided, the facilities are not located near the junction (similar to the existing provision), thereby increasing travel distances for pedestrians and cyclists (compared to crossings at /close to the junction). Roundabouts generally introduce more conflict which increases safety risks. Involves standard procedures in terms of deliverability and technical	2	2	1	-1	-1	-1	2	0	1	0	1	2

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#	Long List of Options	Sifting Commentary	Project Objectives							Perceived Feasibility				
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
		feasibility. Likely to be accepted by some as it addresses capacity issues, but not accepted by others due to not providing for sustainable modes.												
4	Higher capacity roundabout with pedestrian and cyclist crossing facilities close to the roundabout	Capacity improvement for motorised vehicles likely to support growth, address forecast congestion issues and mitigate negative impacts on communities and the urban environment. Provision of crossing facilities close to the junction may introduce capacity constraints for motorised traffic. Crossing facilities for active modes unlikely to be direct. Safety risks due to the proximity of crossings to the roundabout. Deliverability and technical challenges to providing crossing facilities close to the roundabout.	1	1	1	0	0	-2	1	0	-1	0	0	-1
5	Higher capacity roundabout with A4095 underpasses for pedestrians and cyclists	Capacity improvement for motorised vehicles likely to support growth, address forecast congestion issues and mitigate negative impacts on communities and the urban environment. While the option provides a segregated crossing for active modes, it is unlikely to be popular or widely used by pedestrians and cyclists due to perceived safety issues and the crossing not being provided at desire lines. Capacity improvements likely to induce	2	2	1	-1	-1	-1	2	-1	-1	-1	0	-3

#	Long List of Options	Sifting Commentary	Project Objectives							Perceived Feasibility				
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
		motorised travel, thereby increasing carbon emissions. High costs due to need to introduce structures and the land take required. Increased complexity in terms of deliverability. Underpass may not be considered suitable due to perceived safety risks.												
6	Higher capacity roundabout with pedestrian and cyclist bridge crossings of A4095	Capacity improvement for motorised vehicles likely to support growth, address forecast congestion issues and mitigate negative impacts on communities and the urban environment. While the option provides a segregated crossing for active modes, it is unlikely to be popular or widely used by pedestrians and cyclists due to crossing not being provided at desire lines. Capacity improvements likely to induce motorised travel, thereby increasing carbon emissions. High costs due to need to introduce structures and the land take required, with increased complexity in terms of deliverability. Bridge may not be acceptable due to costs and this type of grade separated crossing being less popular with pedestrians and cyclists.	2	2	1	-1	0	-1	3	-1	-1	-1	0	-3
7	Shared space roundabout	Option likely to reduce capacity for motorised vehicles due to priority given to active modes, thereby not addressing forecast congestion	-1	-1	-1	1	1	-1	-2	1	-2	-2	1	-2

#	Long List of Options	Sifting Commentary	Project Objectives						Perceived Feasibility					
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
		issues, which may hinder growth and worsen impact on communities and urban environment. While the option provides for active modes at desire lines, the junction type may not be suitable for all pedestrians (given the flow of traffic and lack of separation). However, option still likely to increase potential for mode shift away from car, thereby reducing carbon emissions overall. Safety risks due to mixing of modes in a non-low speed environment, both in terms of perceived risk (e.g. for cyclists) and risk of collisions. Likely to be delivered within budget. Significant deliverability issues due to the challenge of turning a formal junction into an informal junction in a high-speed environment. Potentially seen as being less acceptable due to safety risks and this type of junction being less familiar to users.												
8	Turbo roundabout with crossing facilities away from the junction	Capacity improvement for motorised vehicles likely to support growth, address forecast congestion issues and mitigate negative impacts on communities and the urban environment. Active mode crossing are provided away from the junction - similar to the existing provision - thereby increasing travel distances for	2	2	1	-1	-1	0	3	0	0	-1	0	-1

#	Long List of Options	Sifting Commentary	Project Objectives							Perceived Feasibility				
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
		pedestrians and cyclists. The design reduces conflict through the junction which improves safety. Land take required likely to increase costs. Potentially less acceptable due to unfamiliarity with this type of junction.												
9	Signalised roundabout with crossing facilities close to the roundabout	Signalisation allows for greater flexibility in managing flows through the junction thereby increasing capacity and addressing forecast congestion issues. This would potentially support growth and mitigate the forecast impacts on communities and urban environment. Crossing facilities for active modes unlikely to be direct. Signalisation improves safety at crossings. Significant land intake likely to be required to accommodate the roundabout, which negatively impacts on affordability and deliverability. Size of the junction likely to make it unacceptable.	2	2	1	0	0	1	6	-2	-2	-1	0	-5
10	CYCLOPS junction with pedestrian and cyclist crossings close to the junction	Signalisation allows for greater flexibility in managing flows through the junction, thereby increasing capacity, which is likely to support growth, address forecast congestion issues, and mitigate impacts on communities and urban environment. The option prioritises active modes, thereby significantly increasing the	1	1	1	1	2	1	7	0	0	1	0	1

#	Long List of Options	Sifting Commentary	Project Objectives							Perceived Feasibility				
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
		potential for mode shift away from cars, leading to a reduction in carbon emissions overall. However, the junction design includes on-street provision for cyclists, whereas existing network is mainly off-street, thereby requiring integration between junction design and current provision. Separation between modes and signalisation likely to improve safety. Option likely to be deliverable within budget and involve standard procedures in terms technical complexity. Likely to be acceptable due to both providing additional capacity and encouraging sustainable modes.												
1	Signalised junction with bus priority and pedestrian and cyclist crossings close to the junction	Signalisation allows for greater flexibility in managing flows through the junction, thereby increasing capacity, which is likely to support growth, address forecast congestion issues, and mitigate impacts on communities and urban environment. Crossings for active modes are provided for and buses are prioritised through the junction, thereby significantly increasing the potential of mode shift away from cars, thereby reducing overall carbon emission. Signalisation would improve safety. Involves standard procedures in terms	1	1	1	1	2	1	7	0	1	1	1	3

#	Long List of Options	Sifting Commentary	Project Objectives							Perceived Feasibility				
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
		of deliverability and technical feasibility. Option likely to be accepted by stakeholders and the public due to aligning with sustainable travel policy objectives and the crossing facilities linking in with existing off-road network.												
12	Signalised junction with dedicated bus lane and crossing facilities close to the junction	While signalisation allows for greater flexibility in managing flows through the junction, the provision of a dedicated bus lane could potentially limit capacity gains for other motorised users, with implications for growth and congestion. The option prioritises bus use, and provides crossing facilities for active modes which link with the existing network, thereby significantly increasing the potential for mode shift away from cars. This is likely to lead to a reduction in carbon emissions overall. Signalisation generally improves safety. There is a question over demand for such a service, which may mean that it is not deemed to be an acceptable option. Provision of dedicated bus lane likely to considerably increase costs and complexity in terms of deliverability.	0	0	0	1	2	1	4	-1	-1	-1	0	-3
13	At grade Hamburger junction with pedestrian and	Option likely to increase capacity for motorised vehicles, thereby supporting growth, addressing forecast congestion issues and	2	2	1	0	0	1	6	-2	-2	-1	0	-5

#	Long List of Options	Sifting Commentary	Project Objectives							Perceived Feasibility				
			1	2	3	4	5	6	Total	Affordability	Deliverability	Acceptability	Technical Complexity	Total
	cyclist crossings close to the junction	mitigating negative impacts on communities and the urban environment. The additional movements allowed in this type of junction likely to reduce the priority given to crossings, therefore the proximity of crossing facilities is not likely to constrain capacity for motorised vehicles. Crossing facilities for active modes unlikely to be direct. Signalisation generally improves safety. Costs likely to be high. Required land take increases complexity and presents deliverability challenges. While the public may be used to a design like this due to there already being one in Bicester, it might not be seen as a suitable option by stakeholders.												

Appendix D Sift 2 Results (including Refined Preferred Option)

Table 28. Sift 2 Results – Strategic Case

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
S1. Project Objectives								
S1.1 Project objectives: Support the growth of new homes and jobs, and increase economic vitality	1	Travel times through the network improve for motorised vehicles compared to the Do Minimum scenario. This is likely to help support growth across the town.	1	Travel times through the network improve for motorised vehicles compared to the Do Minimum scenario. This is likely to help support growth across the town.	-1	Travel times through the network worsen for private motorised vehicles compared to the Do Minimum scenario.	1	Travel times through the network improve for motorised vehicles compared to the Do Minimum scenario. This is likely to help support growth across the town.
S1.1 Project objectives: Provide a resilient solution which addresses the forecast levels of congestion at the A4095 / B4100 Banbury Road roundabout	1	Average delay per vehicle in the network decreases for motorised vehicles compared to the Do Minimum scenario.	1	Average delay per vehicle in the network decreases for motorised vehicles compared to the Do Minimum scenario.	-1	Average delay per vehicle in the network increases for motorised vehicles compared to the Do Minimum scenario.	1	Average delay per vehicle in the network decreases for motorised vehicles compared to the Do Minimum scenario.
S1.1 Project objectives: Mitigate the impact of vehicular traffic issues at the A4095 / B4100 Banbury Road roundabout on communities and	1	The three options are expected to have similar impacts on construction noise levels, whereas Option 1 may see lower levels of noise during operation compared to the other two options. As both Option 1 and Option 2 are expected to increase vehicle	0	The three options are expected to have similar impacts on construction noise levels, whereas Option 1 may see lower levels of noise during operation compared to the other two options. As both Options 1 and 2 are expected to increase vehicle capacity, they are	0	The three options are expected to have similar impacts on construction noise levels, whereas Option 1 may see lower levels of noise during operation compared to the other two options. Option 3 is expected to have negative impacts in terms of air quality due	0	All options are expected to have similar impacts on construction noise levels, whereas Option 1 may see lower levels of noise during operation compared to the other options. As options 1, 2 and the Refined Preferred Option are expected to

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Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
the urban environment		capacity, they are expected to have neutral or positive impacts in terms of air quality, the difference between the options being that Option 2 has the potential to increase exposure as the carriageway is potentially closer to residential properties at the south of the junction. Option 1 is expected to bring about less loss of hedgerow and trees than Option 3, and is likely to have neutral impact on streetscape.		expected to have neutral or positive impacts in terms of air quality, the difference between the options being that Option 2 has the potential to increase exposure as the carriageway is potentially closer to residential properties at the south of the junction. Option 2 is expected to bring about the same loss of hedgerow and trees as Option 1, however it may have a negative impact in terms of streetscape.		to reducing vehicle capacity and having the potential to increase exposure as the carriageway is potentially closer to residential properties at the south of the junction. Option 3 is expected to bring about the greatest loss of hedgerow and trees, however it may conversely have the most positive impact in terms of streetscape.		increase vehicle capacity they have the potential to reduce congestion and are therefore expected to have neutral or positive impacts in terms of air quality. The differences between the options is that option 2 and the Refined Preferred Option have the potential to increase residents' exposure to noise and air quality issues as the carriageway is closer to residential properties at the south of the junction. The Refined Preferred Option is expected to bring about the least loss of hedgerow and trees, although it should be noted that this option's impact on landscape has been based on more detailed assessment than the other options. The Refined Preferred Option is likely to have a neutral impact on streetscape.
S1.1 Project objectives: Reduce carbon	-2	While crossing facilities for pedestrians and cyclists are somewhat	-1	Crossing facilities for pedestrians and cyclists are significantly	1	Crossing facilities for pedestrians and cyclists are significantly	-1	Crossing facilities for pedestrians and cyclists are significantly

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
emissions from transport in the town		improved compared to existing provision, capacity for motorised vehicles is also improved, which may create induced demand for car travel.		improved compared to existing provision for pedestrians and cyclists, which has the potential to encourage travel by active modes. However, capacity for motorised vehicles is improved compared to the Do Minimum scenario, which may create induced demand for car travel.		improved compared to existing provision for pedestrians and cyclists, which has the potential to encourage travel by active modes. Capacity for motorised vehicles is somewhat reduced compared to the Do Minimum scenario which may discourage travel by car across town.		improved compared to existing provision for pedestrians and cyclists, which has the potential to encourage travel by active modes. However, capacity for motorised vehicles is improved compared to the Do Minimum scenario, which may create induced demand for car travel.
S1.1 Project objectives: Encourage alternative forms of car use where suitable including public transport, active travel and smarter choices	1	Average delay per pedestrian and cyclist decreases compared to the Do Minimum scenario. Crossing facilities are somewhat improved compared to existing provision for pedestrians and cyclists.	2	Average delay per pedestrian and cyclist decreases compared to the Do Minimum scenario. Crossing facilities are significantly improved compared to existing provision for pedestrians and cyclists. Potential for signal priority for buses.	2	Average delay per pedestrian and cyclist decreases compared to the Do Minimum scenario. Crossing facilities are significantly improved compared to existing provision for pedestrians and cyclists. Potential for signal priority for buses.	2	Average delay per pedestrian and cyclist decreases compared to the Do Minimum scenario. Crossing facilities are significantly improved compared to existing provision for pedestrians and cyclists. Potential for signal priority for buses.
S1.1 Project objectives: Reduce casualties and dangers associated with travel	-1	Conventional roundabout layout would be familiar to all users which would reduce propensity for incidents. Uncontrolled crossings do not mitigate for conflict points between modes of travel and may lead to a higher propensity for incidents.	0	Conventional signalised crossroads layout would be familiar to all users which would reduce propensity for incidents. Controlled crossings does mitigate for conflict points between modes of travel and may lead to an average propensity for incidents.	1	Higher level of control at crossings compared with Option 2 has more mitigation for conflict points between modes of travel and may lead to a lower propensity for incidents. Higher degree of segregation of cyclist	2	Higher level of control at crossings compared with Option 2 and Option 3. This option has more mitigation for conflict points between modes of travel and may lead to a lower propensity for incidents. Highest degree of segregation of cyclist

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Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		No segregation of cyclist and pedestrian modes of travel. Southern arm of junction retains use of uncontrolled crossing facilities with a higher propensity for incidents.		No segregation of cyclist and pedestrian modes of travel.		and pedestrian modes of travel. However, Option 3 presents a non-conventional signalised crossroads layout would be unfamiliar to all users, which could increase propensity for incidents.		and pedestrian modes of travel. However, Refined Preferred Option presents a non-conventional signalised crossroads layout which would be unfamiliar to all users, which could increase propensity for incidents.
Total Strategic Case Score	1		3		2		5	

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Table 29. Sift 2 Results – Economic Case

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
E1. Impact on the Economy								
E1.1 Business users, freight, and transport providers: Highway user travel time changes, excluding bus users	1	Travel times through the network improve for private motorised vehicles compared to the Do Minimum scenario.	1	Travel times through the network improve for private motorised vehicles compared to the Do Minimum scenario.	-1	Travel times through the network worsen for private motorised vehicles compared to the Do Minimum scenario.	1	Travel times through the network improve for private motorised vehicles compared to the Do Minimum scenario.
E1.1 Business users, freight, and transport providers: Bus travel time changes	0	Travel times for buses through the network are consistent with those in the Do Minimum scenario.	0	Travel times for buses through the network are consistent with those in the Do Minimum scenario.	-1	Travel times through the network worsen for buses compared to the Do Minimum scenario.	0	Travel times for buses through the network are consistent with those in the Do Minimum scenario.
E1.1 Business users, freight, and transport providers: Walk travel time changes	0	Travel times for pedestrians through the network are consistent	1	Travel times for pedestrians through the network improve	1	Travel times for pedestrians through the network improve	1	Travel times for pedestrians through the network improve

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		with those in the Do Minimum scenario.		compared to the Do Minimum scenario.		compared to the Do Minimum scenario.		compared to the Do Minimum scenario.
E1.1 Business users, freight, and transport providers: Cycle travel time changes	0	Travel times for cyclists through the network are consistent with those in the Do Minimum scenario.	1	Travel times for cyclists through the network improve compared to the Do Minimum scenario.	0	Travel times for cyclists through the network are consistent with those in the Do Minimum scenario.	1	Travel times for cyclists through the network improve compared to the Do Minimum scenario.
E1.1 Business users, freight, and transport providers: Construction period traffic impacts	1	Least complex design out of the three options: - substantial sections of carriageway can be constructed offline from existing carriageway and then used for traffic while other sections of existing carriageway are altered. - Minimal new technology infrastructure required. - larger overall scheme footprint and more new carriageway required than other options.	0	Typical UK type signalised junction, including appropriate amount of technology: - more complex traffic management than Option 1 because there is less additional road space being created to use for temporary traffic management - reduced offline new carriageway with less flexibility for temporary traffic management.	-1	More complex new type of junction relatively uncommon in the UK, including more technology required: - more complex traffic management than Option 1 because there is less additional road space being created to use for temporary traffic management - reduced offline new carriageway with less flexibility for temporary traffic management. - higher complexity and potential to disrupt construction of more complex paving / surfacing arrangement and additional signs and signal controls. - more complex surface drainage design required to avoid conflicts with pedestrian	-1	More complex new type of junction relatively uncommon in the UK, including more technology required: - more complex traffic management than Option 1 because there is less additional road space being created to use for temporary traffic management - reduced offline new carriageway with less flexibility for temporary traffic management. - higher complexity and potential to disrupt construction of more complex paving / surfacing arrangement and additional signs and signal controls. - more complex surface drainage design required to avoid conflicts with

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
						and cyclist crossing points.		pedestrian and cyclist crossing points.
E1.1 Business users, freight, and transport providers: Construction impacts - walk and cycle	1	<p>This option will impact on existing pedestrian and cyclist routes and road crossings.</p> <p>Marginal advantage over other options because some new pedestrian and cyclist routes could be constructed offline before significant changes to existing layout take place.</p> <p>It is expected that safe routes for pedestrians and cyclists similar to existing or via appropriate diversion routes will be maintained by the contractor during construction.</p>	0	<p>This option will impact on existing pedestrian and cyclist routes and road crossings.</p> <p>It is expected that safe routes for pedestrians and cyclists similar to existing or via appropriate diversion routes will be maintained by the contractor during construction.</p>	0	<p>This option will impact on existing pedestrian and cyclist routes and road crossings.</p> <p>It is expected that safe routes for pedestrians and cyclists similar to existing or via appropriate diversion routes will be maintained by the contractor during construction.</p>	0	<p>This option will impact on existing pedestrian and cyclist routes and road crossings.</p> <p>It is expected that safe routes for pedestrians and cyclists similar to existing or via appropriate diversion routes will be maintained by the contractor during construction.</p>
E1.2 Reliability: Variability in highway user journey times	0	The relative adaptability of this junction type to future changes in flow patterns remains similar to existing roundabout design.	1	Signalisation provides greater adaptability to changes in future flow patterns, allowing for balancing of delay across the approaching arms.	1	Signalisation provides greater adaptability to changes in future flow patterns, allowing for balancing of delay across the approaching arms.	1	Signalisation provides greater adaptability to changes in future flow patterns, allowing for balancing of delay across the approaching arms.
E2. Impact on the Environment								
E2.1 Noise: Construction period	0	Existing traffic noise levels alongside the	0	The overall amount of carriageway widening	0	The addition of the cycle lane would be	0	The work required to construct this option

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
environmental impacts		A4095 have been measured at 71 dB LAeq, 1h. Therefore ambient levels at properties immediately to the south of the A4095 are relatively high and it is unlikely that daytime construction activities, which would mostly be confined to the northern side of the A4095, would give rise to significant noise effects at these properties. However if night-time works were required it is likely that significant noise effects would be experienced by residents living close to the junction (and a negative score would be appropriate).		works required for Option 2 would be of a similar magnitude to those required for Option 1 and therefore similar conclusions as to the potential impact of construction noise on local sensitive receptors may be drawn.		unlikely to give rise to any significant effects over and above those considered for Option 1 and 2. Therefore the same impact from construction noise would be expected.		would be nearly identical to that for Option 2 and as such the same impacts from construction noise and vibration would be expected.
E2.1 Noise: Operation period environmental impacts	1	The increase in vehicle capacity due to the proposed roundabout will potentially lead to a smoother traffic flow with higher speeds and therefore a reduction in road traffic noise. The proposed alignment does not bring traffic any closer to existing properties to the south	0	The traffic modelling indicates that signalisation of the junction would not cause queuing traffic and consequently a reduction in traffic noise. However, the noise from the acceleration of vehicles away from the signalised junction	0	The layout of road traffic for this option is very similar to that for Option 2 and therefore the same conclusions with respect to traffic noise apply. If the addition of the cycle lanes further encouraged a modal shift away from car usage then this could	0	In the vicinity of the junction itself the traffic noise impact is expected to be the same as for Option 2. However, this assessment has been based on a version of the Refined Preferred Option which incorporates a restricted right turn out

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		of the junction and will therefore not lead to traffic noise increases from the realignment of the junction.		could increase the noise level at the closest residential properties. Additionally, if the priority given to buses encourages a shift away from car journeys traffic flows may decrease. The alignment of the A4095 is slightly closer to properties on Juniper Gardens than for Option 1.		benefit traffic noise but the resulting reductions would likely be very small.		of Fringford Road, which could lead to wider traffic reassignment and therefore potential traffic noise increases on other local roads such as Skimmingdish Lane. However, based on the strategic modelling previously undertaken, the number of vehicles making the right turn is very low, and therefore the potential reassignment is not expected to create any significant change in noise.
E2.2 Air Quality: Estimated change in NOx/PM emitted	1	The increase in vehicle capacity due to the proposed roundabout will potentially lead to a smoother traffic flow with higher speeds and therefore potentially lower emissions and pollutant concentrations. It is noted that air quality in the area is good and below the relevant UK air quality objectives. There will also be potential impacts on sensitive receptors due	0	Option 2 will also see smoother traffic flows and therefore impacts in this regard are similar to Option 1. An added benefit of Option 2 is that it would give priority for buses and enhance crossings to promote sustainable travel. This may encourage a shift away from road vehicles so may reduce traffic flow and lower emissions compared to Option 1. However, the	-1	The CYCLOPs junction will promote cycle use but reduce capacity for vehicles compared to Option 1 and 2. As with Option 2, Option 3 would give priority for buses, cyclists and enhance crossings to promote sustainable travel. However, the carriageway is potentially closer to residential properties at the south of the junction compared to Option 1 so there is a potential to	0	The improvements in provision for cyclists and the restriction of the right turn from Fringford Road in the Refined Preferred Option are not expected to have any additional impacts on traffic flows and speeds compared to Option 2. Therefore it is expected that there will be no noticeable difference in terms of air quality impacts to Option 2.

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		to dust and vehicle emissions during construction which will be temporary in nature.		carriageway is potentially closer to residential properties at the south of the junction compared to Option 1 which means there is a potential to increase exposure. Levels of air quality are good in the area and below relevant UK air quality objectives. There will be potential impacts on sensitive receptors due to dust and vehicle emissions during construction but these will be temporary in nature.		increase exposure. Levels of air quality are good in the area and below relevant UK air quality objectives. There will be potential impacts on sensitive receptors due to dust and vehicle emissions during construction but these will be temporary in nature.		
E2.3 Greenhouse gases: Change in CO2/Carbon emissions	1	The increase in vehicle capacity due to the proposed roundabout will potentially lead to a smoother traffic flow with higher speeds and therefore potentially lower CO2 emissions.	1	This Option will also see smoother traffic flows and therefore impacts in this regard are similar to Option 1. However, the signalisation of this option may cause vehicles to work less efficiently as they stop and start. An added benefit of Option 2 is that it would give priority for buses and enhance crossings to promote sustainable travel. This may encourage a shift away	1	The CYCLOPs junction will promote cycle use but reduce capacity for vehicles compared to Options 1 and 2. However, this option would give priority for buses, cyclists and enhance crossings to promote sustainable travel. This may encourage a shift away from road vehicles so may reduce traffic flow and lower emissions compared to Option 1.	1	It is not expected that the Refined Preferred Option will have any noticeable differences to the other options on impacts to CO2 emissions at the junction.

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
				from road vehicles so may reduce traffic flow and lower emissions compared to Option 1.				
E2.4 Landscape: Impact on landscape, including visual impact, such as on the hedgerow	-1	Loss of hedgerow and trees to the north of the western arm (A4095) of the junction, opening up views to the north and increasing visibility of the junction within medium distance views from residents located off Charlotte Avenue. Limited loss of hedgerows to the east of the northern arm (B4100) of the junction.	-1	Loss of hedgerow and trees to the north and south of the western arm (A4095) of the junction, opening up views to the north, increasing visibility of the junction within medium distance views from residents located off Charlotte Avenue. Limited loss of hedgerow to the east of the northern arm (B4100) of the junction. Limited loss of hedgerow and trees to the south of the eastern arm (A4095) of the junction, increasing visibility of the junction within close distance views from residents of Juniper Gardens.	-2	Loss of hedgerow and trees to the north and south of the western arm (A4095) of the junction, opening up views to the north, increasing visibility of the junction within medium distance views from residents located off Charlotte Avenue. Limited loss to hedgerow to the east of the northern arm (B4100) of the junction. Loss of hedgerow and trees to the south of the eastern arm (A4095) of the junction, increasing visibility of the junction within close distance views from residents of Juniper Gardens.	0	Loss of hedgerow and trees is limited to the eastern side of the B4100 (which could be mitigated with new planting), the roundabout and the band of planting within the road corridor of the western arm of the A4095. The planting which provides a buffer and screen between the eastern arm of the A4095 and the residential area to the south will be retained. Similarly there will be no vegetation removal along the northern side of the western arm of the A4095 thereby retaining the boundary vegetation that currently exists. Consequently there would be little change to the site or local landscape character as a result of the Refined Preferred Option. Since undertaking the original sifting appraisal of

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
								Options 1-3, an Arboricultural Impact Assessment Report and Tree Protection Plan has been produced which identifies the vegetation loss associated with the Refined Preferred Option.
E2.5 Streetscape: Impact on streetscape and urban environment	0	Streetscape remains similar to existing conditions.	-1	Design reduces the amount of greenery at and around the junction and increases the amount of paving.	1	The segregated provision for pedestrians and cyclists at the junction, including the contrasting colour markings, is likely to give the area a more urban sense of place, which is compatible with the future vision of the A4095 and the North West Bicester site.	0	The segregated provision for pedestrians and cyclists at the junction, including markings on the pavement and separate crossing facilities, is likely to make the junction appear more user friendly to pedestrians and cyclists. This sense of place is compatible with the future vision of the A4095 and the North West Bicester site. However, the design reduces the amount of greenery at and around the junction and increases the amount of paving.
E2.6 Historic environment: Impact	0	Majority of the listed buildings are associated	0	Majority of the listed buildings are	0	Majority of the listed buildings are	0	Majority of the listed buildings are

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Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
on historic landfill, listed buildings and scheduled monuments		with the First and Second World War Bicester Airfield which forms their setting, and no direct impact is anticipated as a result of construction works for Option 1. Only the Grade II* Listed Church of St Laurence and Grade II Home Farmhouse have some limited potential to be affected by the development of the Site, due to their setting that includes the Site or views towards/from it, albeit which have been interrupted by modern development of the existing road system. There is a potential for unknown archaeological assets within the Site, which would likely be fully truncated to the final depth of construction.		associated with the First and Second World War Bicester Airfield which forms their setting, and no direct impact is anticipated as a result of construction works for Option 2. Only the Grade II* Listed Church of St Laurence and Grade II Home Farmhouse have some limited potential to be affected by the development of the Site, due to their setting that includes the Site or views towards/from it, albeit which have been interrupted by modern development of the existing road system. There is a potential for unknown archaeological assets within the Site, which would likely be fully truncated to the final depth of construction.		associated with the First and Second World War Bicester Airfield which forms their setting, and no direct impact is anticipated as a result of construction works for Option 3. Only the Grade II* Listed Church of St Laurence and Grade II Home Farmhouse have some limited potential to be affected by the development of the Site, due to their setting that includes the Site or views towards/from it, albeit which have been interrupted by modern development of the existing road system. There is a potential for unknown archaeological assets within the Site, which would likely be fully truncated to the final depth of construction.		associated with the First and Second World War Bicester Airfield which forms their setting, and no direct impact is anticipated as a result of construction works for the Refined Preferred Option. Only the Grade II* Listed Church of St Laurence and Grade II Home Farmhouse have some limited potential to be affected by the development of the Site, due to their setting that includes the Site or views towards/from it, albeit which have been interrupted by modern development of the existing road system. There is a potential for unknown archaeological assets within the Site, which would likely be fully truncated to the final depth of construction.
E2.7 Biodiversity: Impact on biodiversity	0	There is the potential loss of sections of hedgerow and individual trees for Option 1. This Option is unlikely to impact protected or	0	There is the potential loss of sections of hedgerow and individual trees for Option 2. This Option is unlikely to impact	0	There is the potential loss of sections of hedgerow and individual trees for Option 3. This Option is unlikely to impact	0	The Refined Preferred Option will result in the loss of sections of species-poor hedgerow and individual trees. This option will not

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		notable species and habitats and designated nature conservation sites. Note - subject to further ecological survey, where recommended.		protected or notable species and habitats and designated nature conservation sites. Note - subject to further ecological survey, where recommended.		protected or notable species and habitats and designated nature conservation sites. Note - subject to further ecological survey, where recommended.		impact protected or notable species and habitats and designated nature conservation sites.
E2.8 Water environment: Flood mitigation	-1	Option 1 is located in Flood Zone 1 and would cross a small area of low surface water flood risk on the existing A4095 carriageway, east of the roundabout. Increased runoff from the greater impermeable area for the scheme (compared to the existing situation) may cause an increase in flood risk in the receiving watercourse if not mitigated.	-1	Option 2 is located in Flood Zone 1 and would cross a small area of low surface water flood risk on the existing A4095 carriageway, east of the roundabout. Increased runoff from the greater impermeable area for the scheme (compared to the existing situation, and with greater increase than option 1 and 3) may cause an increase in flood risk in the receiving watercourse if not mitigated.	-1	Option 3 is located in Flood Zone 1 and would cross a small area of low surface water flood risk on the existing A4095 carriageway, east of the roundabout. Increased runoff from the greater impermeable area for the scheme (compared to the existing situation) may cause an increase in flood risk in the receiving watercourse if not mitigated.	-1	The Refined Preferred Option is located in Flood Zone 1 and would cross a small area of low surface water flood risk on the existing A4095 carriageway, east of the roundabout. Increased runoff from the greater impermeable area for the scheme (compared to the existing situation) may cause an increase in flood risk in the receiving watercourse if not mitigated.
E2.8 Water environment: Water quality	-1	There would be an increase in impermeable area in comparison to the existing situation which would increase surface water runoff from the road (mobilising pollutants including dissolved metals,	-1	There would be an increase in impermeable area in comparison to the existing situation (and more so for Option 2 than for Option 1 and 3) which would increase surface water runoff from the road	-1	There would be an increase in impermeable area in comparison to the existing situation which would increase surface water runoff from the road (mobilising pollutants including dissolved metals,	-1	There would be an increase in impermeable area in comparison to the existing situation (and seemingly more so than for Options 1-3) which would increase surface water runoff from the road

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		sediments and deicant salts) leading to potential water quality deterioration in the receiving watercourse if not mitigated.		(mobilising pollutants including dissolved metals, sediments and deicant salts) leading to potential water quality deterioration in the receiving watercourse if not mitigated.		sediments and deicant salts) leading to potential water quality deterioration in the receiving watercourse if not mitigated.		(mobilising pollutants including dissolved metals, sediments and deicant salts) leading to potential water quality deterioration in the receiving watercourse if not mitigated.
E3. Impact on Society								
E3.1 Non-business users including commuters and leisure/education: Highway user travel time changes	1	Travel times through the network improve for private motorised vehicles compared to the Do Minimum scenario.	1	Travel times through the network improve for private motorised vehicles compared to the Do Minimum scenario.	-1	Travel times through the network worsen for private motorised vehicles compared to the Do Minimum scenario.	1	Travel times through the network improve for private motorised vehicles compared to the Do Minimum scenario.
E3.1 Non-business users including commuters and leisure/education: Bus travel time changes	0	Travel times for buses through the network are consistent with those in the Do Minimum scenario.	0	Travel times for buses through the network are consistent with those in the Do Minimum scenario.	-1	Travel times through the network worsen for buses compared to the Do Minimum scenario.	0	Travel times for buses through the network are consistent with those in the Do Minimum scenario.
E3.1 Non-business users including commuters and leisure/education: Walk travel time changes	0	Travel times for pedestrians through the network are consistent with those in the Do Minimum scenario.	1	Travel times for pedestrians through the network improve compared to the Do Minimum scenario.	1	Travel times for pedestrians through the network improve compared to the Do Minimum scenario.	1	Travel times for pedestrians through the network improve compared to the Do Minimum scenario.
E3.1 Non-business users including commuters and leisure/education: Cycle travel time changes	0	Travel times for cyclists through the network are consistent with those in the Do Minimum scenario.	1	Travel times for cyclists through the network improve compared to the Do Minimum scenario.	0	Travel times for cyclists through the network are consistent with those in the Do Minimum scenario.	1	Travel times for cyclists through the network improve compared to the Do Minimum scenario.
E3.2 Physical activity: Health benefits	0	While crossing facilities for pedestrians and	1	Crossing facilities for pedestrians and cyclists	2	The design clearly prioritises travel by walk	1	Crossing facilities for pedestrians and

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		cyclists are somewhat improved compared to existing provision, the improvements are not likely to have a considerable impact on levels of active travel.		are significantly improved compared to existing provision, which may encourage active travel.		and cycle and could therefore have a considerable impact on levels of active travel.		cyclists are significantly improved compared to existing provision, which may encourage active travel.
E3.3 Accidents: Impact on rate of incidents	-1	<p>Conventional roundabout layout would be familiar to all users which would reduce propensity for incidents.</p> <p>Uncontrolled crossings do not mitigate for conflict points between modes of travel and may lead to a higher propensity for incidents.</p> <p>No segregation of cyclist and pedestrian modes of travel.</p> <p>Southern arm of junction retains use of uncontrolled crossing facilities with a higher propensity for incidents.</p>	0	<p>Conventional signalised crossroads layout would be familiar to all users which would reduce propensity for incidents.</p> <p>Controlled crossings do mitigate for conflict points between modes of travel and may lead to an average propensity for incidents.</p> <p>No segregation of cyclist and pedestrian modes of travel.</p>	1	<p>Higher level of control at crossings compared with Option 2 has more mitigation for conflict points between modes of travel and may lead to a lower propensity for incidents.</p> <p>Higher degree of segregation of cyclist and pedestrian modes of travel.</p> <p>However, Option 3 presents a non-conventional signalised crossroads layout which would be unfamiliar to all users, which could increase propensity for incidents.</p>	2	<p>Higher level of control at crossings compared with Option 2 and Option 3. This option has more mitigation for conflict points between modes of travel and may lead to a lower propensity for incidents.</p> <p>Highest degree of segregation of cyclist and pedestrian modes of travel.</p> <p>However, Refined Preferred Option presents a non-conventional signalised crossroads layout which would be unfamiliar to all users, which could increase propensity for incidents.</p>
E3.4 Severance: Severance	0	While crossing facilities for pedestrians and cyclists are somewhat	1	Crossing facilities for pedestrians and cyclists are significantly	1	Crossing facilities for pedestrians and cyclists are significantly	1	Crossing facilities for pedestrians and cyclists are significantly

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		improved compared to existing provision, travel distances to crossings remain the same.		improved and provided at the main desire lines, with shorter travel distances needed to cross the A4095 and Banbury Road.		improved and provided at the main desire lines, with shorter travel distances needed to cross the A4095 and Banbury Road.		improved and provided at the main desire lines, with shorter travel distances needed to cross the A4095 and Banbury Road.
E3.5 Accessibility: E.g. access implications to Fringford Road if option prohibits U-turn through junction, and in terms of queues blocking back and prohibiting access to side roads	1	Queues approaching the junction and blocking back to nearby junctions are significantly decreased compared to the Do Minimum scenario, especially for Fringford Road, Heather Road and Lucerne Avenue.	2	Queues approaching the junction and blocking back to nearby junctions are significantly decreased compared to the Do Minimum scenario, especially for Fringford Road, Heather Road and Lucerne Avenue. Signalisation provides greater adaptability to changes in future flow patterns, allowing for balancing of delay across the approaching arms.	-2	While signalisation allows for greater adaptability to changes in future flow patterns, queues approaching the junction and blocking back to nearby junctions are increased compared to the Do Minimum scenario.	2	Queues approaching the junction and blocking back to nearby junctions are significantly decreased compared to the Do Minimum scenario, especially for Fringford Road, Heather Road and Lucerne Avenue. Signalisation provides greater adaptability to changes in future flow patterns, allowing for balancing of delay across the approaching arms.
Total Economic Case Score	4		8		-3		11	

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Table 30. Sift 2 Results – Financial Case

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
F1 Capital and Revenue Costs								
F1.1 Infrastructure capital costs, operating and maintenance costs: Capital cost estimate	-2	This option offers the lowest cost estimate value. This has the least effect on the existing area and least impact on Road lighting. However, all options considered to be expensive. Scoring based on information available at the time of Sift 2 and may be subject to revision.	-2	This option is the middle cost estimate value, it is in excess of £2.5m more than the lowest estimate. More disruption during construction. However, all options considered to be expensive. Scoring based on information available at the time of Sift 2 and may be subject to revision.	-2	This option is the highest cost estimate value, it is in excess of £4.5m more than the lowest estimate. This has an additional increase in Traffic signalling and more street lighting, therefore ongoing costs will increase. However, all options considered to be expensive. Scoring based on information available at the time of Sift 2 and may be subject to revision.	-2	This Refined Preferred Option estimate fits in between Options 2 and 3. This estimate includes inputs based on the review meeting of stage 1 option estimates with OCC. This has resulted in a slight lowering of the costs however the overall value is considered to be expensive. Scoring based on information available at the time of Sift 2 and may be subject to revision.
Total Financial Case Score	-2		-2		-2		-2	

Table 31. Sift 2 Results – Management Case

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
M1. Practical Feasibility								
M1.1 Engineering, interfaces, complexity and feasibility: Design and construction - including programme, design standards, etc	1	<p>Least complex design out of the three options:</p> <ul style="list-style-type: none"> - substantial sections of carriageway can be constructed offline from existing carriageway and then used for traffic while other sections of existing carriageway are altered. - Minimal new technology infrastructure required. - larger overall scheme footprint and more new carriageway required than other options. <p>Overall, this is expected to have the shortest construction period, simplest to construct and lowest risk profile compared</p>	0	<p>Typical UK type signalised junction, including appropriate amount of technology:</p> <ul style="list-style-type: none"> - more complex traffic management than Option 1 because there is less additional road space being created to use for temporary traffic management - reduced offline new carriageway with less flexibility for temporary traffic management. <p>Overall, this is expected to have a median construction and technology commissioning period, with a moderate level of complexity and average risk profile compared to the other options.</p>	-1	<p>More complex type of junction relatively uncommon in the UK, including more technology required:</p> <ul style="list-style-type: none"> - more complex traffic management than Option 1 because there is less additional road space being created to use for temporary traffic management - reduced offline new carriageway with less flexibility for temporary traffic management. - higher complexity and potential to disrupt traffic during construction of more complex paving / surfacing arrangement and additional signs and signal controls. - more complex surface drainage design required to avoid conflicts with pedestrian and 	0	<p>More complex type of junction, relatively uncommon in the UK, including more technology required:</p> <ul style="list-style-type: none"> - more complex traffic management than Option 1 because there is less additional road space being created to use for temporary traffic management. - reduced offline new carriageway with less flexibility for temporary traffic management. - higher complexity and potential to disrupt traffic during construction of more complex paving / surfacing arrangement and additional signs and signal controls. - more complex surface drainage design required to avoid conflicts with pedestrian and cyclist crossing points. <p>Due to the segregated footway and bi-</p>

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		with the other options.				cyclist crossing points. Overall, this is expected to take the longest to construct and commission the technology. a higher level of complexity and higher risk profile compared to the other options.		directional cycleway a larger footprint is required, this will benefit the construction phase plan and reduce complexity when placing underground services such as drainage and utilities. The larger footprint will support the drainage strategy as there is space for attenuation equipment.
M1.2 Construction effect on the network: Impact of construction on the network, e.g. traffic management and delays	1	Overall, this is expected to have the shortest construction period and be the simplest to construct compared with the other options. There are no other known schemes running in parallel to this which may cause an impact to the construction of this Option.	0	Overall, this is expected to have a median construction period and degree of complexity to construct compared with the other options. There are no other known schemes running in parallel to this which may cause an impact to the construction of this Option.	-1	Overall, this is expected to have a longer construction period and higher degree of complexity to construct compared with the other options. There are no other known schemes running in parallel to this which may cause an impact to the construction of this Option.	-1	Overall, this is expected to have a longer construction period and higher degree of complexity to construct compared with the other options. There are no other known schemes running in parallel to this which may cause an impact to the construction of this Option.
M1.3 Possibility to change option – option flexibility: Future proofing	0	Roundabout option footprint would have a low potential for increasing capacity unless additional	0	Signalised junction footprint would have a low potential for increasing capacity unless additional road space is provided.	0	Cyclops junction footprint would have a low potential for increasing capacity unless additional	0	Refined Preferred Option junction footprint would have a low potential for increasing capacity

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		road space is provided. Overall future proofing ability considered to be the same for all options.		Overall future proofing ability considered to be the same for all options.		road space is provided. Overall future proofing ability considered to be the same for all options.		unless additional road space is provided. Overall future proofing ability considered to be the same for all options.
M2. Stakeholder Acceptability								
M2.1 Stakeholder acceptability/interest: Stakeholders for example: Local authorities, delivery partners, statutory bodies, land owners, utility companies, community groups	1	Based on the stakeholder responses to the public consultation, the majority of the responses preferred Option 3. A small minority preferred Option 1, whereas no stakeholder preferred Option 2. Two stakeholders did not prefer any of the options.	0	Based on the stakeholder responses to the public consultation, the majority of the responses preferred Option 3. A small minority preferred Option 1, whereas no stakeholder preferred Option 2. Two stakeholders did not prefer any of the options.	2	Based on the stakeholder responses to the public consultation, the majority of the responses preferred Option 3. A small minority preferred Option 1, whereas no stakeholder preferred Option 2. Two stakeholders did not prefer any of the options.	Not applicable	Stakeholders have not been consulted on the Refined Preferred Option.
M3. Public Acceptability/Interest								
M3.1 Public acceptability/interest: Public view on scheme components, including public consultation responses	1	Based on the stakeholder responses to the public consultation, the majority of the responses preferred Option 3. A small minority preferred Option 1, whereas no stakeholder preferred Option 2.	0	Based on the stakeholder responses to the public consultation, the majority of the responses preferred Option 3. A small minority preferred Option 1, whereas no stakeholder preferred Option 2. Two	2	Based on the stakeholder responses to the public consultation, the majority of the responses preferred Option 3. A small minority preferred Option 1, whereas no stakeholder preferred Option 2.	Not applicable	The public has not been consulted on the Refined Preferred Option.

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
		Two stakeholders did not prefer any of the options.		stakeholders did not prefer any of the options.		Two stakeholders did not prefer any of the options.		
Total Management Case Score	5		0		1		-1	

Table 32. Sift 2 Results – Commercial Case

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
C1. Complexity of Delivery								
C1.1 Dependency and interface risk in relation to other projects, timescale of delivery, contractual complexity and risks: Highways design	1	Most simple to design, construct and lowest risk	0	Standard design, average level of complexity and risk to delivery	-1	Novel Highway design, higher level of complexity	-1	Generally a standard design with elements from the more complex CYCLOPS option. On balance it is similar to the Signalised junction
C1.1 Dependency and interface risk in relation to other projects, timescale of delivery, contractual complexity and risks: Design of pedestrian facilities	1	Standardised road crossings with average level of complexity and risk	1	Standardised road crossings with average level of complexity and risk	-1	Dual parallel crossings in junction are more complex to design and deliver with a higher level of risk	0	Incorporating the bi-directional cycle ways plus pedestrian crossing is more complex to design and deliver with a slightly higher level of risk.
C1.1 Dependency and interface risk in relation to	1	Standardised road crossings with average	1	Standardised road crossings with average	-1	Dual parallel crossings in junction are more complex to design and	0	Incorporating the bi-directional cycle ways plus pedestrian crossing

Original

Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
other projects, timescale of delivery, contractual complexity and risks: Design of cycling facilities		level of complexity and risk		level of complexity and risk		deliver with a higher level of risk		is more complex to design and deliver with a slightly higher level of risk
C1.1 Dependency and interface risk in relation to other projects, timescale of delivery, contractual complexity and risks: Interface with other schemes considered	0	All options are likely to have the same level of disruption to the operation of the highway during the delivery. There is also potential that the programme for the realignment of the A4095 and Banbury Road Roundabout scheme will overlap and a coordinated approach to network management will need to be undertaken. This will be present in all three options.	0	All options are likely to have the same level of disruption to the operation of the highway during the delivery. There is also potential that the programme for the realignment of the A4095 and Banbury Road Roundabout scheme will overlap and a coordinated approach to network management will need to be undertaken. This will be present in all three options.	0	All options are likely to have the same level of disruption to the operation of the highway during the delivery. There is also potential that the programme for the realignment of the A4095 and Banbury Road Roundabout scheme will overlap and a coordinated approach to network management will need to be undertaken. This will be present in all three options.	0	All options are likely to have the same level of disruption to the operation of the highway during the delivery. There is also potential that the programme for the realignment of the A4095 and Banbury Road Roundabout scheme will overlap and a coordinated approach to network management will need to be undertaken. This will be present in all three options.
C2. Flexibility								
C2.1 Possibility to change option – option flexibility: Breaking down of schemes to ease the delivery (specialist partners for example)	0	Low potential for phased delivery or change of type of option at later stage.	0	Low potential for phased delivery or change of type of option at later stage.	0	Low potential for phased delivery or change of type of option at later stage.	0	Low potential for phased delivery or change of type of option at later stage.
C3. Funding and Income								

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Criteria / Sub-criteria	Option 1		Option 2		Option 3		Refined Preferred Option	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment
C3.1 Scope to meet funding criteria: MHCLG funding conditions	-2	All options were expected to be outside the currently available funding at the time. Scoring based on information available at the time of Sift 2 and may be subject to revision.	-2	All options were expected to be outside the currently available funding at the time. Scoring based on information available at the time of Sift 2 and may be subject to revision.	-2	All options were expected to be outside the currently available funding at the time. Scoring based on information available at the time of Sift 2 and may be subject to revision.	-2	All options were expected to be outside the currently available funding at the time. Scoring based on information available at the time of Sift 2 and may be subject to revision.
Total Commercial Case Score	1		0		-5		-3	

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Table 33. Sift 2 Results – Total Scores

Score	Option 1	Option 2	Option 3	Refined Preferred Option
Strategic Case	1	3	2	5
Economic Case	4	8	-3	11
Financial Case	-2	-2	-2	-2
Management Case	5	0	1	-1
Commercial Case	1	0	-5	-3
Total	9	9	-7	10

Appendix E Turbo Roundabout

- 6.1.5 A Turbo roundabout junction design was considered as part of the Longlist of options for the Scheme. It was sifted out in the appraisal of the Longlist (Sift 1) and therefore not taken forward as part of the Shortlist of options. This section outlines the reasons why a Turbo roundabout was not taken forward.
- 6.1.6 A Turbo roundabout is a junction design, which provides separation of the roundabout's circulatory lanes. The separation requires drivers to choose their direction before entering the roundabout. The design is generally understood to improve safety for motorised vehicles as it reduces speeds, conflict and weaving through the junction. This junction is mainly introduced where vehicle flows are high, where pedestrian and cycles are absent from the local area or are accommodated through segregation/grade-separation, and are more typically provided on the strategic highway routes. An example of a Turbo roundabout design is provided in Figure 47.



Figure 47. Example of a Turbo Roundabout

- 6.1.7 Although it provides many of the benefits of the 'Higher capacity roundabout' option (Option #1 in the Shortlisted options) and provides some additional safety benefits, the Turbo roundabout design was sifted out because of a number of key disbenefits, specifically:
- The existing and forecast flow patterns for motorised vehicles through the junction indicate that a Turbo roundabout would not be an optimum solution. Turbo roundabouts work best where there is a balanced flow pattern across the arms of the junction. However, at the A4095 / B4100 Banbury Road roundabout, traffic volumes on some movements (turns from one arm to another) are high with little demand for some other movements;
 - It is likely that the Turbo roundabout design would have to be bigger and require more land take than the Higher capacity roundabout due to the provision of at grade separation between circulatory lanes, and since longer flares would be needed to establish separation on approach lanes;

- A Turbo roundabout design would require two lane entries and exits to enable the lane separation. In this design, provision for pedestrians and cyclists is either uncontrolled or controlled. An uncontrolled option would not address the scheme objectives of actively supporting pedestrians and cyclists. A controlled zebra crossing type arrangement has significant safety concerns due to sighting issues on those crossings, with lane 1 vehicles blocking forward visibility of vehicles in lane 2 and vice a versa depending on crossing origin. Signalising the crossings would effectively make the layout operate similar to a more traditional roundabout with signalised crossings;
- For the above reason, it was assumed that pedestrian and cyclist crossings would need to be provided away from the junction and signalised, due to the longer crossing lengths. To ensure that vehicles approaching the roundabout are in the correct lane, the entry flares in the Turbo roundabout design would have to be longer than in the Higher capacity roundabout option. This would require signalised crossing facilities to be provided further away from the roundabout, compared to the Higher capacity roundabout option. For this reason, this option was not considered likely to provide good pedestrian and cycle links across the junction;
- Due to it being a relatively new design in the UK, there was also considered to be a risk that the format of the Turbo roundabout being unfamiliar could lead to users weaving and lane changing, which may have safety implications on the approach to the junction. This was not considered to be a risk for the Higher capacity roundabout option, which is based on a standard roundabout design familiar to UK road users; and
- While a Turbo roundabout design would improve safety for cyclists travelling on the carriageway, the design does not integrate well with the existing off-road provision for pedestrian and cyclists.

6.1.8 Turbo roundabouts are generally more common in the Netherlands than in the UK. Approaches to roundabout design vary in the UK compared to continental Europe and the road rules are also different. It should therefore be noted that junction designs which work outside the UK may not work or even be feasible in the UK, due to differences in regulatory frameworks.

6.1.9 Turbo roundabouts are sometimes referred to as 'Dutch-style roundabouts' due to their prevalence in the Netherlands, and by association with the term 'Dutch' assumed to be designed for cyclists. However, Dutch-style roundabouts are significantly different to Turbo roundabouts in that their purpose is to give priority to cyclists. A Dutch-style roundabout has: large zebra crossings at the entries and exits, and single lane entries and exits for motorised vehicles; cyclists are given a dedicated lane through the roundabout and have right of way; and, to promote lower speeds, the entries and exits for motorised traffic are narrower than in a standard roundabout. These characteristics, which promote or support cyclists, are not features of the Turbo roundabout.

6.1.10 It is worth noting that a Dutch-style roundabout design was also included in the Longlist of options for the Scheme. This junction design was sifted out due to the design requirements placing a significant capacity constraint on motorised vehicles, likely to result in a much lower capacity than the existing junction. The CYCLOPS (Cycle Optimised Protected Signals) junction (Option #3 in the Shortlisted options) was taken forward to the Shortlist instead as it was considered more likely to balance the needs of active modes with the need to accommodate the planned development growth in Bicester.

Appendix F Simultaneous Green for Cyclists

Introduction

6.1.11 The purpose of this appendix is to assess the possible operation of a 'Simultaneous Green' option, which was suggested during stakeholder consultation as an option that had not previously been considered. A concept layout is shown in Figure 48 below, which is taken from an online blog.

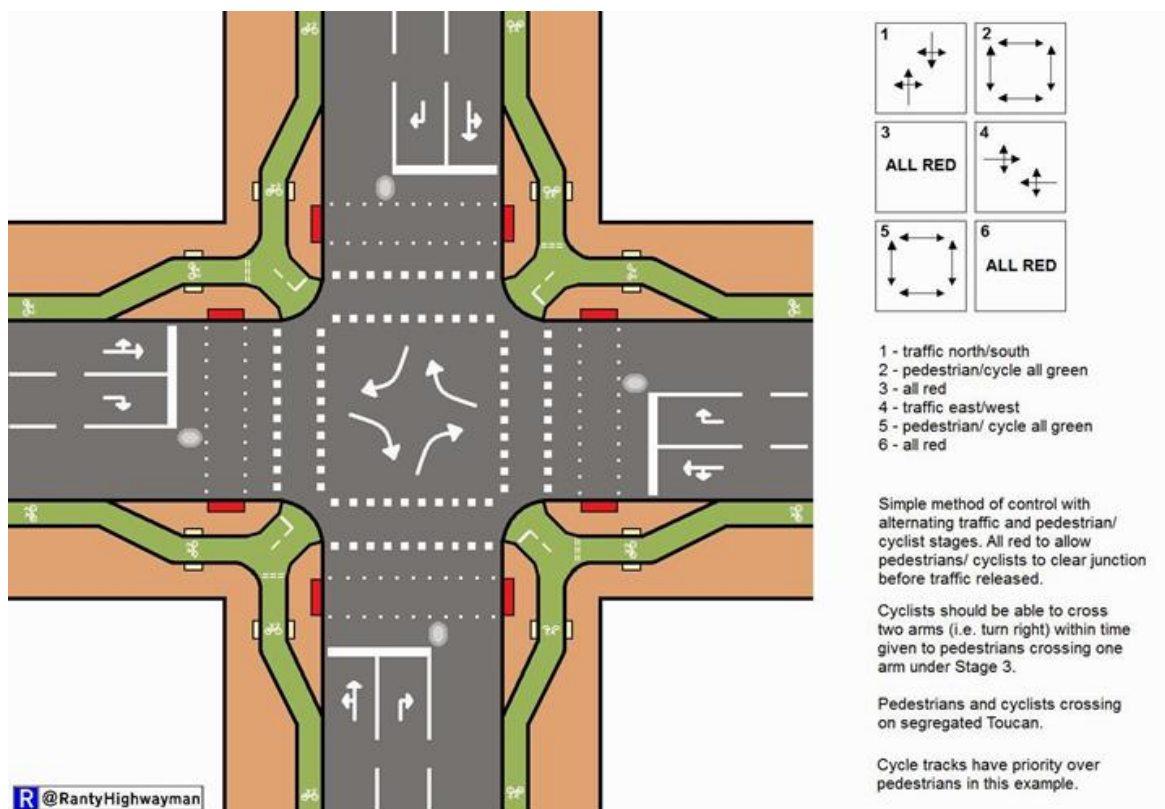


Figure 48. Example of Illustrative 'Simultaneous Green' Layout

6.1.12 The Simultaneous Green option would provide a benefit to cyclists, as all cyclist movements across the junction can take place simultaneously with cyclists making right turning movements across the junction at the same time - this would reduce delay for cyclists and minimise the amount of time required for the cycle all-movements stage. The cycle stage would take place at the same time as a stage which accommodates pedestrian phases, although how the cycle movements connect with surrounding cycle infrastructure would need further review.

6.1.13 In the Simultaneous Green option considered in this analysis, pedestrian crossings are provided only on the southern and western arms of the junction. The cycle stage will be called at the same time as the pedestrian stage, but will be shorter than required to accommodate pedestrians, so the traffic movements between the B4100 and A4095 can start and run alongside the remaining part of the pedestrian stage, as indicated in Figure 49 below.

6.1.14 If pedestrian crossings are provided across all arms of the junction in a Simultaneous Green option, then the operation will be similar to the CYCLOPS (Option #3) which was modelled as part of the Sift 2 assessment, as the all-red traffic stage length would be governed by the provision of pedestrian crossings over all arms of the junction and the associated crossing and clearance times. AECOM has therefore considered a 'best case' assumption for the Simultaneous Green option, where pedestrian facilities are

only provided across the southern and western arms of the junction, with the all-red stage only running to accommodate the cycling movements to/ from all arms of the junction.

- 6.1.15 This analysis provides an estimation of the impact that the Simultaneous Green option would have on general traffic capacity. The estimated impact has been compared against the Refined Preferred Option and the CYCLOPS junction designs, as the expected capacity performance is expected to be somewhere between these two previously modelled options.

Analysis of Simultaneous Green Signal Operation

- 6.1.16 In the Simultaneous Green junction layout considered for this assessment, it is assumed that pedestrian crossing facilities would only be provided at the western and southern arms of the junction (meeting the key desire lines for pedestrians) as shown in Figure 49.
- 6.1.17 The interstage is the time between the end of green in one stage and the start of green/amber for the following stage. The interstage between the end of the traffic phases and start of the pedestrian/ cycle phases is assumed to be the same in the Simultaneous Green option as the Refined Preferred Option and CYCLOPS options (8 seconds). This allows time for traffic to clear the junction before pedestrian and cycle movements can safely start.
- 6.1.18 It is assumed that cyclists and pedestrians would receive green within an all-red traffic stage. The green time for the all-red stage has been estimated as 6 seconds. The minimum green time for the Simultaneous Green option has been reduced from the minimum green time of 8 seconds assumed for the CYCLOPS and Refined Preferred Option layouts. The 8 seconds minimum green time assumed in the CYCLOPS and Refined Preferred option allows the cyclist to complete two crossings within one cycle, which will no longer be required in the Simultaneous Green option, as cyclists can make more direct movements in a shorter time. These assumptions have been based on an average cyclist speed of 20km/h (or 12.5 mph) as recommended in **LTN 1/20 Cycle Infrastructure Design**.
- 6.1.19 The interstage between the all-red and the pedestrian + traffic stage would be determined by the intergreens between the cycle phases and the traffic phases, which has been calculated based on the estimated distance between the cycle stop lines and the conflict points with the general traffic (approximately 25 metres based on the estimated junction layout). Following the information from Table 10-4 from LTN 1/20, it has been assumed that cyclists will require a 10 seconds intergreen to safely clear the junction.

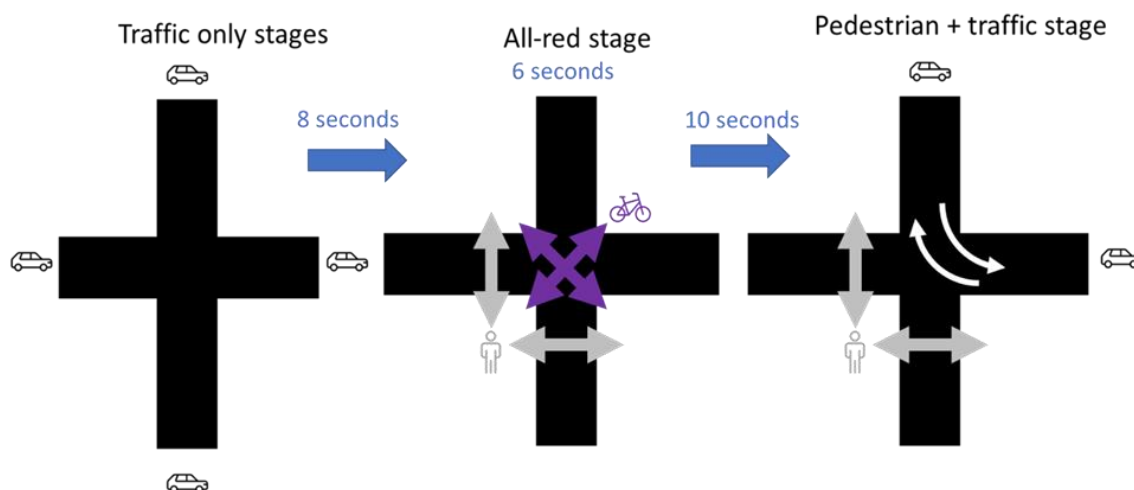


Figure 49. Schematic of the Operation of the Simultaneous Green Option

6.1.20 Based on the above analysis, the resulting length of the all-red traffic stage in the Simultaneous Green option would be 24 seconds (8 seconds preceding intergreen + 6 seconds green time + 10 seconds following intergreen).

6.1.21 In the CYCLOPS option, the pedestrian crossings are provided on all arms of the junction, so it is not possible to stage pedestrian and cycle movements alongside traffic movements. The pedestrian + traffic stage above is therefore not possible. The all-red traffic stage requires 31 seconds every cycle, which includes the preceding intergreen (8 seconds), the minimum duration of the pedestrian and cyclist stage (assumed to be 8 seconds to allow cyclists to cross two arms of the junction) and the following intergreen to allow pedestrians to safely clear the junction (15 seconds). The operation of the CYCLOPS junction is illustrated in Figure 50.

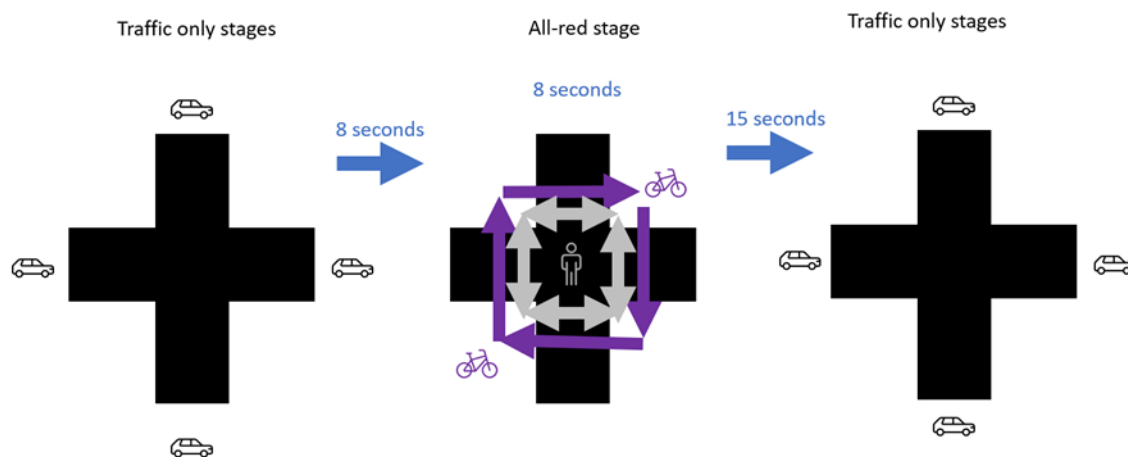


Figure 50. Schematic of the Operation of the CYCLOPS Option

6.1.22 In the Refined Preferred Option layout, the pedestrian and cycle movements do not require an all-red stage, as they can take place within the pedestrian + traffic stage. The all-red time is reduced to only 10 seconds, which is the time required for the interstage between the traffic phases and the pedestrian/ cycle + traffic stage: the pedestrian green time and following intergreen for pedestrians to clear the junction happen while traffic is also moving. The operation of the Refined Preferred Option junction is illustrated in Figure 51.

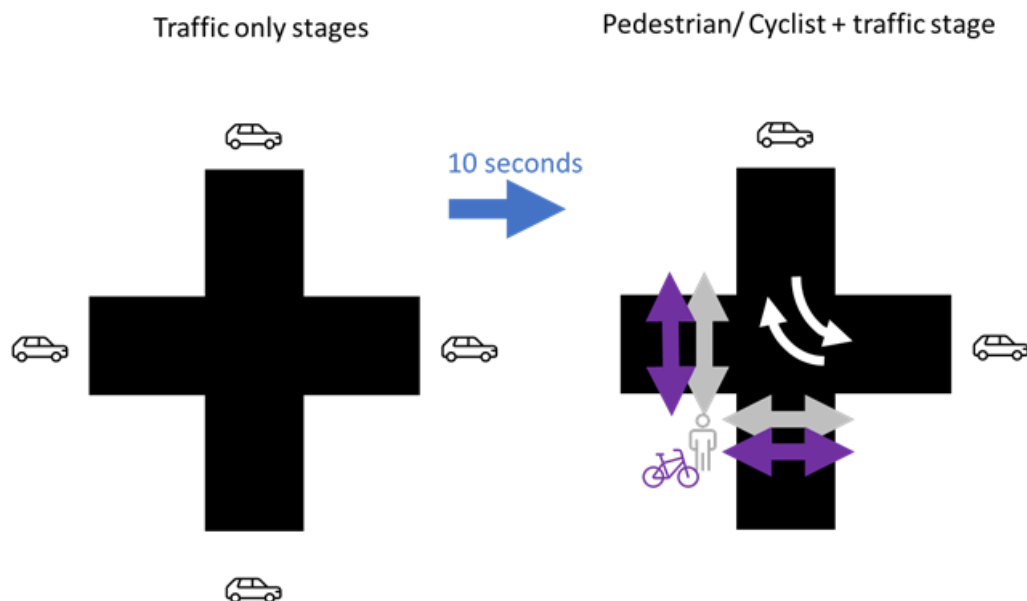


Figure 51. Schematic of the Operation of the Refined Preferred Option

6.1.23 The durations of the all-red traffic stages for the options compared are shown in Table 34 below.

Table 34. Comparison of All-red Traffic Time Required for each Option

Junction Layout	Interstage before Pedestrian & Cycle Stage	Green time required for Pedestrian & Cycle Stage	Interstage after Pedestrian & Cycle Stage	Total red time for Motorised Traffic
Refined Preferred Option	10 seconds	- (with Traffic)	- (with Traffic)	10 seconds
Simultaneous Green	8 seconds	6 seconds	10 seconds	24 seconds
CYCLOPS	8 seconds	8 seconds	15 seconds	31 seconds

6.1.24 The analysis shows that there may be a small reduction in the level of traffic delay associated with the Simultaneous Green option compared to CYCLOPS option, which was modelled and forecast to operate with significantly less vehicle capacity than the existing roundabout. However, the Refined Preferred Option operates without significant spare traffic capacity in the 2037 assessment year. Given that the all-red stage required by the Simultaneous Green junction is significantly longer (approximately 14 seconds for every cycle of the signals) than the Refined Preferred Option, it is expected to result in a significant reduction in general traffic capacity at the junction.

6.1.25 Some simple/ first principles analysis has been undertaken, to assess the likely reduction in throughput that would be seen in the Simultaneous Green option, relative to the Refined Preferred Option. The indicative impact of the additional 14 seconds of all-red traffic time is as follows:

- Assuming a 120 second cycle time, there are 30 cycles of the signals every hour. There are therefore approximately 520 seconds less green time available across the hour (120 * 30);
- A signalised traffic lane is typically assumed to accommodate approximately 1,800 vehicles per hour, given a constant green signal (although this is

impacted by various factors). This translates to approximately 0.5 vehicles per second/ per lane (1800/ 60/ 60); and

- There would therefore be a reduction in capacity of approximately 520 vehicles per hour across two lanes, assuming that the green time would be taken from the stage where the B4100 and A4095 run together ($520 \times 0.5 \times 2$).

6.1.26 The above analysis indicates that there would be long queues at the junction with the Simultaneous Green option, due to a reduction in capacity of approximately 500 vehicles per hour as compared to the Refined Preferred Option.

Conclusions

6.1.27 The Simultaneous Green option offers additional benefits for cyclists compared to the CYCLOPS and Refined Preferred Option layouts, as it minimises cycle travel times through the junction for right turning movements. In addition, it could provide more capacity for general traffic compared to the CYCLOPS option, assuming pedestrian facilities are not provided on all arms of the junction. However, the Simultaneous Green option only provides a relatively small improvement in terms of green time available for traffic compared to the CYCLOPS option - the CYCLOPS option has been modelled and has been shown to be significantly over capacity.

6.1.28 It was not considered necessary or proportionate to model the Simultaneous Green option in Vissim, given that the analysis of available green time provides a clear conclusion that this option would result in unacceptable impact on motorised traffic.

6.1.29 The analysis has not considered how cycle facilities might connect with the surrounding off-street cycle infrastructure.

6.1.30 This analysis has not considered the implications of the layout on pedestrians, although it is noted that pedestrian crossings would need to be provided outside of cycle facilities in this option, which would result in longer pedestrian crossings and travel which would be less direct, due to the need to cross the cycle lanes. It is therefore expected that this option would result in less optimum facilities being provided for pedestrians.

Appendix G Sift 3 Results – TAG Worksheets

Noise Workbook - Worksheet 1	
Proposal Name:	Banbury Roundabout
Present Value Base Year	2010
Current Year	2021
Proposal Opening year:	2022
Project (Road, Rail or Aviation):	road
<hr/>	
Net present value of change in noise (£):	£166,853
<small>*positive value reflects a net benefit (i.e. a reduction in noise)</small>	
<hr/>	
Net present value of impact on sleep disturbance (£):	£63,534
Net present value of impact on amenity (£):	£73,765
Net present value of impact on AMI (£):	£10,326
Net present value of impact on stroke (£):	£7,657
Net present value of impact on dementia (£):	£11,571
<hr/>	
Quantitative results	
Households experiencing increased daytime noise in forecast year:	6
Households experiencing reduced daytime noise in forecast year:	59
Households experiencing increased night time noise in forecast year:	3
Households experiencing reduced night time noise in forecast year:	21
<hr/>	
Qualitative Comments:	
Total of 938 residential buildings in the quantitative noise prediction study area.	
<hr/>	
Data Sources:	
Detailed noise assessment predicted $L_{A10,18h}$ dB façade (day) and $L_{Aeq,8h}$ dB free-field (night)	
$L_{A10,18h}$ dB façade (day) converted to $L_{Aeq,16h}$ dB façade (day) by subtraction of 2 dB as per TAG guidance	
Residential buildings identified via addressbase and aerial photography	
Results are provided for façade with the greatest magnitude of change $L_{A10,18h}$ traffic noise level in the with scheme 2022 scenario	
Day-time results are provided for the ground floor of each residential building	
Night-time results are provided for the top floor of each residential building e.g. height 1.5m for 1 storey, 4m for 2 storey etc.	

Figure 52. Sift 3 Results – Noise Appraisal – TAG Worksheet

PM2.5, SUMMARY OF ROUTES: THE AGGREGATED TABLE	0-50m (i)	50-100m (ii)	100-150m (iii)	150-200m (iv)	0-200m (v=i+ii+iii+iv)
Total properties across all routes (min)	375	444	363	359	1541
Total properties across all routes (some)	381	441	361	358	1541
<i>Do-minimum PM2.5 assessment across all routes</i>	3674.10	4320.80	3522.00	3469.20	Total assessment PM2.5 (I): 14986.10
<i>Do-something PM2.5 assessment across all routes</i>	3736.00	4294.20	3502.20	3459.90	Total assessment PM2.5 (II): 14992.30
Net total assessment for PM2.5, all routes (II-I)					6.20
<i>Number of properties with an improvement</i>					1027
<i>Number of properties with no change</i>					197
<i>Number of properties with a deterioration</i>					317
Reference Sources:	DMRB V8_EFTV10 Final Spreadsheet				
Quantitative Measures:	There are 1027 properties predicted to experience an improvement, 197 properties predicted to experience no change and 317 properties predicted to experience a deterioration				
Assessment Scores:	There is a net total assessment score of 6.20 across all routes				
Qualitative Comments:	DMRB predictions are not verified. A net disbenefit is observed due to the Scheme.				
NO₂, SUMMARY OF ROUTES: THE AGGREGATED TABLE	0-50m (i)	50-100m (ii)	100-150m (iii)	150-200m (iv)	0-200m (v=i+ii+iii+iv)
Total properties across all routes (min)	375	444	363	359	1541
Total properties across all routes (some)	381	441	361	358	1541
<i>Do-minimum NO₂ assessment across all routes</i>	3424.40	3881.20	3131.50	3065.50	Total assessment NO ₂ (I): 13502.60
<i>Do-something NO₂ assessment across all routes</i>	3527.40	3875.70	3124.90	3081.80	Total assessment NO ₂ (II): 13609.80
Net total assessment for NO₂, all routes (II-I)					107.20
<i>Number of properties with an improvement</i>					576
<i>Number of properties with no change</i>					6
<i>Number of properties with a deterioration</i>					959
Reference Sources:	DMRB V8_EFTV10 Final Spreadsheet				
Quantitative Measures:	There are 576 properties predicted to experience an improvement, 6 properties predicted to experience no change and 959 properties predicted to experience a deterioration				
Assessment Scores:	There is a net total assessment score of 107.20 across all routes				
Qualitative Comments:	DMRB predictions are not verified. A net disbenefit is observed due to the Scheme.				

Figure 53. Sift 3 Results – Air Quality Appraisal – 2022 Opening Year – TAG Worksheet

PM2.5, SUMMARY OF ROUTES: THE AGGREGATED TABLE	0-50m (i)	50-100m (ii)	100-150m (iii)	150-200m (iv)	0-200m (v=i+ii+iii+iv)
Total properties across all routes (min)	375	444	363	359	1541
Total properties across all routes (some)	381	441	361	358	1541
Do-minimum PM2.5 assessment across all routes	3498.50	4113.30	3347.50	3304.20	Total assessment PM2.5 (I): 14263.50
Do-something PM2.5 assessment across all routes	3570.60	4091.50	3328.90	3295.30	Total assessment PM2.5 (II): 14286.30
Net total assessment for PM2.5, all routes (II-I)					22.80
Number of properties with an improvement					577
Number of properties with no change					197
Number of properties with a deterioration					767
Reference Sources:	DMRB V8_EFTV10 Final Spreadsheet				
Quantitative Measures:	There are 577 properties predicted to experience an improvement, 197 properties predicted to experience no change and 767 properties predicted to experience a deterioration				
Assessment Scores:	There is a net total assessment score of 22.80 across all routes				
Qualitative Comments:	DMRB predictions are not verified. A net disbenefit is observed due to the Scheme.				
NO₂, SUMMARY OF ROUTES: THE AGGREGATED TABLE	0-50m (i)	50-100m (ii)	100-150m (iii)	150-200m (iv)	0-200m (v=i+ii+iii+iv)
Total properties across all routes (min)	375	444	363	359	1541
Total properties across all routes (some)	381	441	361	358	1541
Do-minimum NO ₂ assessment across all routes	2709.40	3125.70	2545.50	2488.30	Total assessment NO ₂ (I): 10868.90
Do-something NO ₂ assessment across all routes	2763.10	3113.90	2532.20	2501.60	Total assessment NO ₂ (II): 10910.80
Net total assessment for NO₂, all routes (II-I)					41.90
Number of properties with an improvement					576
Number of properties with no change					176
Number of properties with a deterioration					789
Reference Sources:	DMRB V8_EFTV10 Final Spreadsheet				
Quantitative Measures:	There are 576 properties predicted to experience an improvement, 176 properties predicted to experience no change and 789 properties predicted to experience a deterioration				
Assessment Scores:	There is a net total assessment score of 41.90 across all routes				
Qualitative Comments:	DMRB predictions are not verified. A net disbenefit is observed due to the Scheme.				

Figure 54. Sift 3 Results – Air Quality Appraisal – Forecast Assessment Year – TAG Worksheet

Air Quality Valuation Workbook - Worksheet 3	
Scheme Name:	Banbury Road Roadabout
Present Value Base Year	2010
Current Year	2021
Proposal Opening year:	2022
Project (Road/Rail or Road and Rail):	Road Transport (RT)
<hr/>	
Overall Assessment Score:	
Damage Costs Approach (Emissions)	
Present value of change in NOx emissions (£):	£0
Present value of change in PM2.5 emissions (£):	£0
OR	
Present value of change in PM10 emissions (£):	£0
Impact Pathways Approach (Concentrations)	
Present value of change in NO2 concentrations (£):	-£31,033
Of which:	
Concentration costs:	-£19,874
Other impacts:	-£11,159
Present value of change in PM2.5 concentrations (£):	-£66,134
Of which:	
Concentration costs:	-£65,773
Other impacts:	-£361
Total Change	
Total value of change in air quality (£):	-£97,167
	<small>*positive value reflects a net benefit (i.e. air quality improvement)</small>
<hr/>	
Quantitative Assessment:	
Impact Pathways Approach (Concentrations)	
Change in NO2 assessment scores over 60 year appraisal period: (between 'with scheme' and 'without scheme' scenarios)	2,840.50
Change in PM2.5 assessment scores over 60 year appraisal period: (between 'with scheme' and 'without scheme' scenarios)	1,285.00
Damage Costs Approach (Emissions)	
Change in NOx emissions over 60 year appraisal period (tonnes): (between 'with scheme' and 'without scheme' scenarios)	0
Change in PM2.5 emissions over 60 year appraisal period (tonnes): (between 'with scheme' and 'without scheme' scenarios)	0
OR	
Change in PM10 emissions over 60 year appraisal period (tonnes): (between 'with scheme' and 'without scheme' scenarios)	0
<hr/>	
<hr/>	
Qualitative Comments:	
<hr/>	
Sensitivity Analysis:	
Upper estimate net present value of change in air quality (£):	-£317,373
Lower estimate net present value of change in air quality (£):	-£20,471
<hr/>	
<hr/>	
Data Sources:	
<hr/>	
<hr/>	

Figure 55. Sift 3 Results – Air Quality Appraisal – TAG Worksheet

Greenhouse Gases Workbook - Worksheet 1

Scheme Name: Banbury

Present Value Base Year:

Current Year:

Proposal Opening year:

Project (Road/Rail or Road and Rail):

Overall Assessment Score:

Net Present Value of carbon dioxide equivalent emissions of proposal (£):
*positive value reflects a net benefit (i.e. CO2E emissions reduction)

Quantitative Assessment:

Change in carbon dioxide equivalent emissions over 60 year appraisal period (tonnes):
(between 'with scheme' and 'without scheme' scenarios)

Of which Traded:

Change in carbon dioxide equivalent emissions in opening year (tonnes):
(between 'with scheme' and 'without scheme' scenarios)

Net Present Value of traded sector carbon dioxide equivalent emissions of proposal (£):
(N.B. this is not additional to the appraisal value in cell I17, as the cost of traded sector emissions is assumed to be internalised into market prices. See TAG Unit A3 for further details)
*positive value reflects a net benefit (i.e. CO2E emissions reduction)

Change in carbon dioxide equivalent emissions by carbon budget period:

	Carbon Budget 1	Carbon Budget 2	Carbon Budget 3	Carbon Budget 4
Traded sector	0	0	0	0
Non-traded sector	0	0	283.0217435	1020.436006

Qualitative Comments:

There is a net increase in carbon over the 60 year appraisal period of 3,957 tonnes and in the opening year of 283 tonnes.

The CO2 emissions data comes from the DMRB v8 Emission Factor Toolkit v10 spreadsheet based on the traffic model outputs for the scheme in the 2022 opening year and forecast year of 2031.

Sensitivity Analysis:

Upper Estimate Net Present Value of Carbon dioxide Emissions of Proposal (£):

Lower Estimate Net Present Value of Carbon dioxide Emissions of Proposal (£):

Data Sources:

CO₂ emissions data from DMRB V8 Emission Factor Toolkit V10 spreadsheet.

Figure 56. Sift 3 Results – Greenhouse Gases Appraisal – TAG Worksheet

TAG Biodiversity Impacts Worksheet							
Step 2		Step 3				Step 4	Step 5
Area	Description of feature/ attribute	Scale (at which attribute matters)	Importance (of attribute)	Trend (in relation to target)	Biodiversity and earth heritage value	Magnitude of impact	Assessment Score
Designated Site - Bure Park Local Nature Reserve (LNR)	Habitats present include grass meadow, young broad-leaved woodland, hedges and scrub. A small river (the Bure) runs through the site, feeding a small pond which is home to great crested newts. A balancing pond at one end of the Reserve is fed by run-off from the area	National	High	Managed nature reserve with a range of locally important habitats.	Site of medium importance and rarity, including habitats with low potential for substitution, in particular the Bure River.	Minor negative - Air quality modelling for the Scheme has identified an adverse effect from Nitrogen deposition on woodland up to 40m from the roadside, which not significant.	Slight adverse
Reference Sources							
AECOM (2021) Ecological Assessment: Banbury Roundabout, Bicester. TVERC data search.							
Summary Assessment Score							
Slight adverse, but not significant effect, of Nitrogen deposition on woodland at Bure Park LNR.							
Qualitative Comments							
The Site does not support any important ecological features and consequently there are no pathways for significant effects relating to biodiversity and nature conservation. The operation of the Scheme would result in increases in annual mean nitrogen deposition rates at Bure Park LNR. These changes based on LA 105 advice are not significant.							

Figure 57. Sift 3 Results – Biodiversity Appraisal – TAG Worksheet

TAG Historic Environment Impacts Worksheet Asset:					
Step 2		Step 3			Step 4
Feature	Description	Scale it matters	Significance	Rarity	Impact
Form	There are 28 listed buildings and 13 non-designated assets recorded within the study area. Most of the listed buildings are associated with the RAF Bicester airfield to the east of the Site. There is also a post-medieval farmhouse (1200170) and a medieval Church (1046533). Non-designated assets include prehistoric and Roman archaeological features, including Iron Age settlement activity (MOX5634) as well as medieval and post-medieval fishponds.	National; Regional; Local	The listed buildings possess architectural and historical value while the archaeological remains possess archaeological and historical value for the possible information they can provide on the history of the area.	Uncommon	There is potential for previously unrecorded archaeology to be physically impacted during construction of the Scheme in areas of land surrounded the current road alignment. The Iron Age driveway to the south of the Site is thought may extend north into the Site boundary and a pair of conjoined circular ditches, identified through geophysical survey, lies partially within the Site boundary to the north-west of the Banbury Road Roundabout. Further associated remains may be present within the agricultural fields surrounding the existing road. Moderate adverse.
Survival	The survival of the listed buildings is good as they are still extant; the survival of archaeological remains is unknown.	National; Regional; Local	Good survival means that more information can be gained from extant heritage assets. Poor survival restricts the amount of knowledge that could be gained.	Uncommon	There is potential for the survival of previously unrecorded archaeology to be affected by the construction of the Scheme. Moderate adverse.
Condition	The condition of the listed buildings is good as they are still in use; the condition of archaeological remains is unknown.	National; Regional; Local	The good condition of the asset will ensure its survival for future generations. Those in poorer condition are likely to lead to a loss of information.	Uncommon	There is potential for the condition of previously unrecorded archaeology to be affected by the construction of the Scheme. Moderate adverse.
Complexity	Settlements have been recorded at Bicester since the early medieval period with settlements recorded in the Domesday Book. Evidence of earlier occupation includes the late prehistoric settlement activity within the study area.	National; Regional; Local	The complexity is not a contributing factor in the significance of the assets.	Common.	Neutral.
Context	The Site is located at the northern edge of Bicester, the area to the south of the Site being urban in nature while to the north is dominated by agricultural land.	National; Regional; Local	The context is a contributing factor in the significance of the listed buildings. The farmhouse and church are located within a most rural agricultural setting to the north of the Site, while the remaining listed buildings' setting is the airfield.	Common.	There is potential for the listed farmhouse and church to have their setting changed by the Scheme from increased noise and traffic. Slight adverse.
Period	Prehistoric- Modern	National; Regional; Local	The period of the assets is not a contributing factor in the significance of the assets.	Common.	Neutral.
Reference Sources					
HA208/07: Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 2 Cultural Heritage; Highways Agency HER data					
Step 5 - Summary Assessment Score					
Moderate Adverse					
Qualitative Comments					
There may be physical impacts to previously unrecorded archaeology, and remains possibly associated with the Iron Age driveway and the features identified during geophysical survey. There is also potential for the setting of two listed buildings to be changed. The summary score is based on current knowledge.					

Figure 58. Sift 3 Results – Historic Environment Appraisal – TAG Worksheet

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TAG Landscape Impacts Worksheet						
Features	Step 2	Step 3				Step 4
	Description	Scale it matters	Rarity	Importance	Substitutability	Impact
Pattern	The Site is located in an urban fringe location at the A4095 / B4100 Banbury Road roundabout on the northern edge of Bicester, a historic market town. The A4095 currently defines the northern settlement edge. The northern suburban residential areas which fringe the A4095 form a consistent pattern of brick built two storey detached and semi-detached properties sharing a common plot size, density and scale set around a series of cul-de-sacs. Arterial routes including Banbury Road and the A4095 are well vegetated providing separation between the road corridors and residential areas which increases the sense of visual containment experienced. Vegetation is otherwise limited to private gardens and occasional open space including small play areas and the larger swathe of open green space to the north of Southwold primary school. The landscape to the north comprises medium to large scale field patterns dominated by arable fields and bound by hedgerows and tree planting which provide containment across the landscape. The village of Coesfield lies to the northeast of the Site, separated by agricultural land.	The field pattern and landscape form matters on a local level.	The pattern of agriculture is relatively common within the surrounding area, as is the level of enclosure.	The sense of enclosure, field pattern and vegetation are of local importance. They are relatively commonplace and do not have any particular value.	The limited loss of vegetation to facilitate alterations to the junction will have limited change on the landscape pattern. Trees and hedgerows lost as part of the Scheme would be replaced as part of landscape mitigation.	The Scheme would require localised and limited removal of trees and hedgerows at the boundary of the junction to the north on the B4100. This would result in limited change to the study area's pattern. The changes would be limited due to the lack of change beyond the existing highway boundary. Any loss of perceived enclosure through loss of trees and hedges as a result of the scheme would be mitigated through landscape mitigation planting. Owing to the limited extent of changes, the effect of the Scheme on pattern would be negligible.
Tranquillity	There are a number of factors throughout the study area which reduce the perceived sense of tranquillity. These mostly relate to the presence of the highway infrastructure of the A4095 and B4100. In addition, the urban edge of Bicester locally disrupts the tranquillity. The far south-east of the study area has a more rural character and a slightly greater sense of tranquillity.	The disruption to tranquillity is at a local level but is exacerbated by the A4095 and B4100, and the urban edge of Bicester.	Within the study area, a sense of tranquillity is becoming rarer, due in part to ongoing urban expansion, such as the Elmbrook which is the first phase of NW Bicester eco-town.	Highways infrastructure and urban development immediately to the south of the roundabout disturbs tranquillity, but this remains in some areas to the north of the junction. The fact that the perceived tranquillity is locally decreasing means that it is of medium importance.	Tranquillity is already affected by existing highways infrastructure and urban development. Tranquillity is not easily substitutable.	The majority of the works for the Scheme will take place within the existing highway corridor with limited effects on tranquillity. The works to the junction may push highways infrastructure slightly closer to residential receptors. However, this is taken against a baseline of highways infrastructure greatly affecting tranquillity. Negligible effect.
Cultural	Bicester is a historic market town, however there are no World Heritage Sites, scheduled monuments, Conservation Areas, listed buildings, registered park and gardens or registered battlefields within the study area. The settlement within the study area tends to be typical of mid to late 20th century and 21st century housing, with few distinctive architectural characteristics or traditional materials. There are no notable or cherished views and no local associations.	Cultural aspects within the study area are of local significance.	There are no cultural elements or aspects within the study area which are considered to be rare. The constituent elements are replicated throughout the study area and are considered to be common.	The cultural aspects are valued on a local level only and are of low importance.	Cultural aspects are unlikely to be affected by the proposed scheme and would not require substitution.	It is unlikely that the proposed scheme would have an effect on cultural aspects. Neutral effect.
Landcover	The study area consists of areas of open farmland and areas of residential development and transport infrastructure. The areas of transport infrastructure lower the overall perceived landscape quality.	Local.	There are no land cover elements within the study area which are considered to be rare. The constituent elements are replicated throughout the study area. The land cover is valued at the local level and is considered to be common.	The land cover is generally common at a local level and are therefore of local importance.	Tree and hedgerow loss can be substituted.	There is opportunity for trees, hedgerows and amenity grassland to be replaced as part of a landscape mitigation planting scheme, although there will still be some losses and an increase in road surface as a result of the proposed scheme. Slight adverse effect.
Summary of character	A varied landscape encompassing the interaction between semi-rural landscape and the urban edge of Bicester. Existing character is locally degraded by highway infrastructure from the existing A4095 corridor, which is an intrusive feature within the study area. The Site forms the urban fringe edge to northern Bicester, forming one of the northern gateway points as well as providing a landscape setting and containment to the urban edge of Bicester. Overall, based on the factors contributing to landscape value, the Site is appraised as being of low landscape value by virtue of land use, scenic quality, rarity, conservation interest and perceptual aspects. The study area is in good condition with fields, hedgerows, trees and woodland relatively well maintained within an urban fringe setting. The study area is representative of and contains typical landscape elements associated with the wider Landscape Type and LCA and as a consequence it is appraised as being of medium value.	Valued at a local level	There are no landscape elements within the study area which are considered to be rare. The constituent elements are replicated throughout the study area and are considered to be commonplace.	The local value and commonplace nature of the landscape character within the study area, means it is of local importance.	The existing highway infrastructure and urban development already have some effect on the character of the study area. Trees and hedgerow lost as part of the Scheme can be replaced. Landscape elements within the study area are therefore considered to have a high degree of substitutability.	The Scheme would slightly increase the amount of road infrastructure present within a small part of the study area, against a baseline of existing highway and urban influences. The proposed scheme would result in a very limited deterioration to the landscape characteristics, due to localised vegetation loss and would lead to a small increase of the detracting elements present within the study area. However, with vegetation loss being mitigated with replacement hedgerow and tree planting, it would be of negligible effect.
<p>Reference Sources</p> <p>The Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013) Landscape Institute and Institute of Environmental Management and Assessment; Natural England, National Character Area NCA 108: Upper Thames Clay Vales (2014); The Oxfordshire Wildlife and Landscape Study (OWLS) 2004; and Design Manual for Roads and Bridges LA107: Landscape and Visual Effects, 2020.</p>						
Negligible effect						
<p>Qualitative Comments</p> <p>The landscape context of the Banbury Road Roundabout is generally urban fringe development, with some areas of rural farmland. Highway infrastructure has an influence on the surroundings although this is mitigated somewhat by the adjacent vegetation surrounding the roundabout. Landscape elements within the study area are in good condition. The Scheme has the potential to change the way in which the local landscape character is perceived during construction due to the limited removal of vegetation, and introduction of a widened road corridor, and additional signage and signalled structures, however with mitigation planting residual effects are negligible within the highway corridor context. The landscape is locally important but is not nationally designated for its landscape quality.</p>						

Figure 59. Sift 3 Results – Landscape Appraisal – TAG Worksheet

TAG Water Environment Impacts Worksheet									
Description of study area/ summary of potential impacts	Key environmental resource	Features	Quality	Scale	Rarity	Substitutability	Importance	Magnitude	Significance
The study area extends 1 km around the scheme, which consists of the existing Banbury Road Roundabout, plus approximately 360-400 m along each of its four arms, and also includes land immediately northwest of the roundabout including a length of the Fringford Road. It lies within the 'Town Brook at Bicester' and 'Langford Brook (source to downstream A41)' WFD surface water catchments. Potential Impacts: Impacts on surface water quality due to routine operation (road runoff and accidental spillages)	The following watercourses are hydrologically connected to the scheme, or are within the study area: -Town Brook - Ordinary watercourse, becoming Main River to the south of Bure Park Nature Reserve -Tributary of Langford Brook - Ordinary Watercourse; -Other minor drains, ditches and small ponds;	Rivers / Canals : Conveyance of flows and material Transport and dilution of waste products Water supply Biodiversity Aesthetics Recreation Stillwaters (Ponds) : Biodiversity	Town Brook WFD Waterbody (GB106039030150) - Heavily Modified, Moderate Ecological Potential, Fair Chemical Status Tributary of Langford Brook - tributary of 'Langford Brook (source to downstream A41)' WFD waterbody (GB106039030160) - Moderate Ecological Potential, Fair Chemical Status Other ditches and ponds - no known biodiversity or socio-economic value or quality	Local	Abundant	Low	Town Brook: Low importance for water quality and morphology Tributary to Langford Brook: Low importance for water quality and morphology Other drains, ditches and ponds: Low importance for water quality and morphology	Negligible for all	Insignificant
The study area extends 1 km around the scheme, which consists of the existing Banbury Road Roundabout, plus approximately 360-400 m along each of its four arms, and also includes land immediately northwest of the roundabout including a length of the Fringford Road. It lies within the 'Town Brook at Bicester' and 'Langford Brook (source to downstream A41)' WFD surface water catchments. Potential Impacts: Impacts on surface water quality due to road runoff associated with salting operations	The following watercourses are hydrologically connected to the scheme, or are within the study area: -Town Brook - Ordinary watercourse, becoming Main River to the south of Bure Park Nature Reserve -Tributary of Langford Brook - Ordinary Watercourse; -Other minor drains, ditches and small ponds;	Rivers / Canals : Conveyance of flows and material Transport and dilution of waste products Water supply Biodiversity Aesthetics Recreation Stillwaters (Ponds) : Biodiversity	Town Brook WFD Waterbody (GB106039030150) - Heavily Modified, Moderate Ecological Potential, Fair Chemical Status Tributary of Langford Brook - tributary of 'Langford Brook (source to downstream A41)' WFD waterbody (GB106039030160) - Moderate Ecological Potential, Fair Chemical Status Other ditches and ponds - no known biodiversity or socio-economic value or quality	Local	Abundant	Low	Town Brook: Low importance for water quality and morphology Tributary to Langford Brook: Low importance for water quality and morphology Other drains, ditches and ponds: Low importance for water quality and morphology	Negligible for all	Insignificant
The study area extends 1 km around the scheme, which consists of the existing Banbury Road Roundabout, plus approximately 360-400 m along each of its four arms, and also includes land immediately northwest of the roundabout including a length of the Fringford Road. It is wholly within the Bicester-Otmoor Combrash WFD groundwater body. Potential Impacts: Impacts on groundwater quality and flow	Bedrock geology is Combrash formation (limestone), with Forest Marble Formation (limestone and mudstone) approximately 400 m east around Town Brook. Both are classified as Secondary A aquifer. No superficial deposits are recorded with the exception of a thin corridor of alluvium associated with Town Brook. This alluvium is also classified as Secondary A aquifer, but does not fall within the Scheme boundary.	Groundwater: Use for water supply (e.g. water abstractions for agriculture) Groundwater vulnerability (minor aquifer with high vulnerability)	Bicester-Otmoor Combrash WFD groundwater body - Poor Overall Status, Good Quantitative Status, Poor Chemical Status Six licensed abstraction in the study area for farming, industry and domestic water supply	Local	Abundant	Low	High	Negligible	Not significant
The study area extends 1 km around the scheme, which consists of the existing Banbury Road Roundabout, plus approximately 360-400 m along each of its four arms, and also includes land immediately northwest of the roundabout including a length of the Fringford Road. The site itself is in Flood Zone 1, but with patches of Flood Zone 2 and 3 in the wider study area, notably around the margins of Town Brook. There are some patches of Medium to high surface water flood risk on the existing A4095 carriageway Potential Impacts: Impacts on flood risk (from all sources - fluvial, surface water, groundwater, drainage infrastructure, artificial sources)	Floodplains of Town Brook and tributary to Langford Brook.	Floodplains: Conveyance of flow Biodiversity Aesthetics	The majority of the study area is in Flood Zone 1 and so is at Low to Very Low risk of flooding. Flooding from surface water is considered mainly at Very Low to Low risk of flooding, with localised areas of Medium and High Sensitivity within the Scheme boundary. There is a low risk of flooding from groundwater sources. There is a low risk of flooding from artificial sources.	Regional	Abundant	Substitutable (with floodplain compensation measures)	The majority of the study area is in Flood Zone 1 and so is at Low to Very Low risk of flooding. Flooding from surface water is considered mainly at Very Low to Low risk of flooding, with localised areas of Medium and High Sensitivity within the Scheme boundary. There is a low risk of flooding from groundwater sources. There is a low risk of flooding from artificial sources.	Negligible for all	Insignificant
Reference Sources									
Oxfordshire County Council / AECOM scheme drawings; Scheme Flood Risk Assessment; Information from Environment Agency Catchment Data Explorer website; British Geological Survey (BGS), Geoindex website (https://www.bgs.ac.uk/map-viewers/geoindex-onscreen/); Cranfield University, Soilscapes (http://www.landis.org.uk/soilscapes/); DMRB LA113, Environment Agency Flood Risk Maps (http://maps.environment-agency.gov.uk/wjby/wjby/Controller/); Met Office (http://www.metoffice.gov.uk/); Multi-agency Geographical Information for the Countryside (MAGIC) website; Environment Agency water resources data request.									
Summary Assessment Score									
Neutral									
Qualitative Comments									
The project involves the expansion of the existing Banbury Road roundabout to increase the capacity of the junction and will include non-motorised provisions such as cycle lanes and footpaths to improve the safety of non-motorised movements across the junction. Baseline information has been obtained from a site walkover (5/3/21), review of publicly available information and from a request for data from the Environment Agency. No direct works are required to watercourses, but the impermeable area of road will increase by approximately 50% against the existing roundabout. As such, there is potential for additional surface water runoff and accidental spillages containing pollutants to runoff into receiving watercourses indirectly. The drainage strategy is under development, but is intended to be in with the existing site drainage, discharging to Town Brook to the west of the scheme, and a tributary to Langford Brook to the east of the scheme. Sustainable drainage systems (SuDS) will be provided for water quality treatment prior to discharging to a watercourse, and to attenuate flows to a discharge rate 40% lower than the existing situation, as per the requirements of Oxfordshire County Council's Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire. As such, assuming that these measures are incorporated into the design there will be no deterioration in water quality in any waterbody and controlled runoff rates will prevent any increase in flood risk downstream. The addition of new SuDS treatment systems may actually provide betterment on the existing, but this cannot be recorded at this stage given the uncertainty of their inclusion in the design. Provision of SuDS here there currently is none will also provide a degree of treatment for de-icing salts. An assessment of routine road runoff and chemical spillage risk will be undertaken of the final drainage strategy in accordance with the approach outlined in DMRB LA113 Road Drainage and the Water Environment (i.e. a HEVRAT assessment). Should the need for additional mitigation be identified through this exercise, this will be built into the detailed scheme design. The scheme will be constructed at grade and all runoff will be to surface watercourses, and as such, no adverse impacts on groundwater quality or flow have been identified. As there are no direct works to watercourses there will be no morphological impacts. A Flood Risk Assessment has been undertaken for the proposed Scheme option, and indicates no significant increase in flood risk on or off site.									

Figure 60. Sift 3 Results – Water Environment Appraisal – TAG Worksheet

TAG Physical Activity Impacts Worksheet (Basic)			
	Pedestrians (i)	Cyclists (ii)	Equestrians and Others (iii)
Numbers affected (a)	AM: 288 PM: 278	AM: 140 PM: 140	NA
Change in journey time in minutes (b)	AM: 0.52 PM: 5.07	AM: 0.45 PM: 5.55	NA
Combined impact (c=a*b)	AM: 149 PM: 1,409	AM: 63 PM: 777	NA

Reference Source

Vissim modelling results presented in 'Banbury_Road_Results_Ped&Cycle_AM_v5_INT' and 'Banbury_Road_Results_Ped&Cycle_PM_v5_INT'

Summary Assessment Score

Moderate beneficial

Qualitative Comments

While the journey time savings forecast for pedestrians and cyclists in the PM peak could be considered large beneficial, there is uncertainty around the delays experienced by pedestrians and cyclists in the Do Minimum scenario, due to the operation of the uncontrolled crossing at the southern approach arm. To account for this uncertainty, a conservative assessment would be that the physical activity impacts are considered to be moderate beneficial. It should be noted that the potential to induce active mode trips as a result of the Scheme has not been assessed; the same level of forecast pedestrian and cyclist demand is forecast for both the with- and without-Scheme scenarios.

Figure 61. Sift 3 Results – Physical Activity Appraisal – TAG Worksheet

TAG Severance Impacts Worksheet					
Change in Severance	Population Affected				
	location a	location b	location c	location d	Total Affected
Large negative					0
Moderate negative					0
Slight negative					0
Neutral	1,794			9,312	11,106
Slight positive		4,243	2,638		6,882
Moderate positive					-
Large positive					0

Reference Source

Assessment based on:
 - shapefile of Bicester land uses, as provided by Oxfordshire County Council
 - Census 2011 table 'CT0820' for assumptions regarding number of people in households, provided here:
<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/adhocs/008635ct08202011censushouseholdtypehouseholdsizeandageofusualresidentspeopleenglandandwales?uri=peoplepopulationandcommunity/housing/adhocs/008635ct08202011censushouseholdtypehouseholdsize>
 - North West Bicester Masterplan
 - National Travel Survey statistics regarding average pedestrian trip length

Summary Assessment Score

Slight positive

Qualitative Comments

While the severance impacts are considered to be slight positive in two locations and neutral in the remaining two, the total number of people potentially affected by the slight positive impacts are considered to be high (above 6,000 people within a 10 minutes walking radius of the junction). As a result, the overall severance impacts are expected to be slight positive.

Figure 62. Sift 3 Results – Severance Appraisal – TAG Worksheet

Distributional Impacts : Output Summary						
Social group and amenities indicators			Noise	Air quality	Local Authority	England
Resident population in the impact area	Income distribution quintiles	0-20%	0%	0%	4%	20%
		20-40%	0%	0%	10%	20%
		40-60%	0%	0%	16%	20%
		60-80%	0%	0%	27%	20%
		80-100%	100%	100%	42%	20%
	Children (<16)		21%	21%	20%	19%
	Young people					
	Older people		6%		14%	14%
	People with a disability					
	Black Minority Ethnic					
	No car households					
	Households with dependent children					
	Indicator population in the impact area		2,912	4,783	150,503	56,286,961
Amenities present within the impact area	Schools / nurseries					
	Playgrounds		√	√		
	Parks and open spaces		√	√		
	Hospitals					
	Care homes / day centres					
	Community centre					

Figure 63. Sift 3 Results – Distributional Impacts Appraisal – Output Summary – TAG Worksheet

Distributional Impacts: Air Quality						
	IoD Income Domain					Total
	Most deprived ←————→ Least deprived					
	0-20%	20-40%	40-60%	60-80%	80-100%	
Number of properties with improved air quality [A]	0	0	0	0	0	0
Number of properties with no change in air quality [B]	0	0	0	0	1,541	1,541
Number of properties with worse air quality [C]	0	0	0	0	0	0
Number of net winners / losers [D] = [A] – [C]	0	0	0	0	0	-
Total number of winners / losers across all groups [E] = Σ[D]						0
Net winners/losers in each area as percentage of total [F] = [D] / [E]	0%	0%	0%	0%	100%	100%
Share of total population of study area	0%	0%	0%	0%	100%	100%
Assessment						

Figure 64. Sift 3 Results – Distributional Impacts Appraisal – Air Quality – TAG Worksheet

Distributional Impacts: Noise						
	IoD Income Domain					Total
	Most deprived ←————→ Least deprived					
	0-20%	20-40%	40-60%	60-80%	80-100%	
Population in each group with increased noise [A]	0	0	0	0	0	0
Population in each group with decreased noise [B]	0	0	0	0	0	0
Population in each group with no change in noise [C]	0	0	0	0	938	938
Net no of Winners / Losers in each group [D] = [B] – [A]	0	0	0	0	0	-
Total number of Winners / Losers across all groups [E] = $\sum[D]$						0
Net winners/losers in each area as percentage of total [F] = [D] / [E]	0%	0%	0%	0%	100%	100%
Share of total population in the impact area	0%	0%	0%	0%	100%	100%
Assessment						

Figure 65. Sift 3 Results – Distributional Impacts Appraisal – Noise – TAG Worksheet

Distributional Impact Appraisal Matrix											
Impact	Distributional impact of income deprivation					Are the impacts distributed evenly?	Key impacts - Qualitative statements (example below)				
	0-20%	20-40%	40-60%	60-80%	80-100%						
Noise						Yes	The income distribution in the impact area has been derived based on the Income Deprivation domain of the English Indices of Deprivation 2019, which indicates that the four LSOAs captured by the noise impact area are all among the least deprived areas nationally (80-100%). The Scheme is not considered to bring about significant noise changes in the impact area.				
Air quality						Yes	The income distribution in the impact area has been derived based on the Income Deprivation domain of the English Indices of Deprivation 2019, which indicates that the four LSOAs captured by the noise impact area are all among the least deprived areas nationally (80-100%). The Scheme is not considered to bring about significant changes in air quality in the impact area.				
AST entry											
Impact	Social groups						User groups				Qualitative statement (including any impact on residential population AND identified amenities)
	Children & young people	Older people	Carers	Women	Disabled	BME	Pedestrians	Cyclists	Motor-cyclists	Young male drivers	
Noise											The Scheme is not considered to bring about significant changes in noise in the impact area. This is also true for changes in noise at the playgrounds and schools in or near the impact area. There are no care homes or hospitals in or near the impact area. The average proportion of children (people < 16 years of age) across the four LSOAs in the noise impact area is in line with the average for England. However, the average proportion of older people (people > 70 years of age) is significantly lower. Therefore, the noise impact on the social groups of Children & young people and older people is considered neutral.
Air Quality											The Scheme is not considered to bring about significant changes in air quality in the impact area. This is also true for changes in air quality at the playgrounds in the impact area. There are no schools or hospitals in the impact area. The average proportion of children (people < 16 years of age) across the four LSOAs in the air quality impact area is in line with the average for England. Therefore, the air quality impact on the social group of Children and young people is considered to be neutral.

Figure 66. Sift 3 Results – Distributional Impacts Appraisal – Appraisal Matrix – TAG Worksheet

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CABINET

16 November 2021

Banbury Regeneration - Tramway Road Improvements In Principle Use of Statutory Powers

Report by Corporate Director Environment and Place

RECOMMENDATION

1. The Cabinet is RECOMMENDED to:
 - a) approve the update design layout (Annex A – Option D) and approve progression of the layout into Design and Procurement Stage 2 of the project.
 - b) approve in principle the use of The Oxfordshire County Council (Banbury Regeneration – Tramway Road Improvements) Compulsory Purchase Order 202[x] in parallel with negotiations for private acquisition, with such powers of compulsory purchase used only as a matter of last resort. If Compulsory Purchase Order (CPO) is required to deliver the project, we will seek further approval, subject to the scheme meeting all CPO requirements and the paper will be brought back to Cabinet, once the necessary approval has been sought, including public engagement on preferred options and submission of a planning application for the scheme.
 - c) approve the preparation of The Oxfordshire County Council Banbury Regeneration - Tramway Road Improvements (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 Project 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 Project.

Executive Summary

2. The Oxfordshire Growth Board has secured £215m of Government investment for new homes and infrastructure across Oxfordshire. This will support the ambition of building 100,000 new homes across Oxfordshire between 2011 and 2031 to address the county's severe housing shortage and expected economic growth.
3. The current area transport strategy for Banbury in Local Transport Plan 4 identifies the Cherwell Street corridor as the preferred north-south route through the town. The impact of increased growth to Banbury will add severe pressure on this corridor. A key consideration is the need to balance the conflicting travel needs of vehicular access north-south, pedestrians crossing east-west and bus movements. At the same time there is an intention to better integrate the railway station and the Canalside area with the town centre to facilitate other schemes that will release additional housing in the vicinity.
4. The Banbury Regeneration - Tramway Road Improvements will deliver a new bus and taxi link past the railway station and into the town centre, as well as a new access to Network Rail West Car Park, variable message signing to indicate spare car park capacity to direct drivers to the east or west station car parks and improvements to pedestrian access.
5. The County Council has been considering a bus route through Tramway Road to the station over many years. The scheme objectives seek to improve access to the station, improve bus journey reliability into the town from southern areas of the town and to remove trips from the heavily congested A4260/Bridge Street junction.
6. Oxfordshire County Council (OCC) currently doesn't own any of the land which most of the Banbury Regeneration – Tramway Road Improvements will be built upon. Although landowners are being cooperative and supportive at the present time it would be prudent, given the amount of time (over 18 months) required in the Compulsory Purchase process, that a compulsory purchase formal process is initiated to avoid potential delays at a later date.

Project Objectives

7. The objectives of this project are to:
 - a) Support the Canalside redevelopment SPD based on the outcome of a public consultation in 2018.
 - b) Support Banbury Station masterplan.
 - i. by providing an alternative access that would avoid the Bridge Street junction.
 - ii. integrate a bus service on the doorstep of the station to provide a key step towards turning the station into a transport interchange.

- c) Reduce detrimental environmental/air quality impacts.
 - d) Increase the appeal of travelling to the railway station by non-car modes of travel.
 - e) Provide good bus access from Banbury Station to south of town; and
 - f) Reduce congestion at the A4260/Bridge Street junction by taking away existing traffic seeking to access the station car park from Bridge Street.
8. A schematic plan of the Project is shown at **Annex A**. The current scope of the Project has an approved budget of **£4.567m**.
9. Key milestone dates for the delivery of the Project are outlined in **Table 1** of this report.

Exempt Information

10. This report is not confidential or exempt.

Background

- Feasibility Design.
11. At Feasibility Design Stage, three potential options for a junction where Tramway Road would meet Station Approach were developed and considered:
- Option 1 Compact roundabout.
 - Option 2 Priority junction; and
 - Option 3 Mini-roundabout.
12. These three options were presented to the public through a consultation in January 2020. Based on the responses from the consultation it was concluded that an extended feasibility design is undertaken to further review Option 1 and 3 and also address some of the comments received mostly relating to traffic modelling and land take requirements.
- Extended Feasibility Design.
13. The extended feasibility report undertook the following review of Option 1 and 3 from the feasibility design stage:
- Cross-section of road layout due to land availability constraints
 - Traffic modelling (VISSIM)
 - Budget cost estimates
14. The extended feasibility design recommended that Option 1 be progressed to Preliminary Design.
- Station Approach Road – Alignment Options Review
15. With the release of Local Transport Note (LTN) 1/20 (Cycling Infrastructure Design) it was identified that Option 1 did not provide suitable facilities for both pedestrians and cyclists using the new link between Tramway Road and the Banbury Station forecourt. To address this, the design reviewed four different

design options for the road layout between the junction of Station Approach Road and Tramway road to the Banbury station forecourt.

- Option A – Shared space corridor
 - Option B – Shared Use Path, utilising land take from Certas and Network Rail
 - Option C – Shared Use Path, utilising land take from Network Rail only
 - Option D – Stepped cycle tracks utilising land take from Network Rail Land.
16. Following a detailed review of the above options, it was recommended to progress with Option D because:
- It complies with LTN 1-20 and provides a suitable facility for cyclists.
 - Land take required from one landowner (network Rail) making it more deliverable.
 - Provides scope for landscaping opportunities.

Project Description

17. A schematic plan of the Project is shown at **Annex A** and comprises of:
- Extending the northern end of Tramway Road to provide a connection to Station Approach road.
 - A bus and taxi only link between roundabout of Tramway Road/Station Approach Road to the Station.
 - Improved pedestrian and cyclist access along Tramway Road to the Station.
 - A new access point into the Network Rail west car park.
 - Variable message signing to indicate spare station car park capacity.
18. The Growth Deal funding will need this project to be delivered by 31st March 2023.
19. The delivery of the Project is supported by a dedicated Project team, which sits within the Bicester & Banbury Programme business unit, within the Growth and Economy Directorate.
20. There are a range of current issues and risks associated with the delivery of the Project which are being actively managed by the Programme team. Whilst a number of these issues and risks can be considered as reflective of the scale and complexity of the programme being undertaken, land acquisition is key to the delivery of this project.

Project Programme Summary

21. The current estimated timeline for completion of the Project is outlined below.

Preliminary Design (including Early Contractor Involvement and Surveys)	March 2021 – January 2022
Consultation	November 2021
Planning Application	December 2021 – April 2022
Planning Condition Discharge	April 2022 – July 2022
Engage with affected developers / landowners to coordinate and cooperate with design activities in order to align with overall full-length road design	February 2021 – December 2021
Detailed Design and indicative Construction Cost Estimates	January 2022 – July 2022
Construction Work	August 2022 – March 2023

Strategic Context

22. The Cherwell Local Plan 2011-2031 is based on 3 key themes:

- Developing a sustainable local economy.
- Building sustainable communities; and
- Ensuring sustainable development.

23. The 4th Oxfordshire Local Transport Plan (**LTP4**), Connecting Oxfordshire (2017) has 3 similar 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.

24. The Banbury Vision and Masterplan establishes the long-term vision of the town. The Masterplan integrates planned schemes with new opportunities and initiatives to help create a sustainable market town and regional centre. This vision is formed from six inter-connecting strategic objectives that will:

- Promote Banbury as the regional service centre of choice for the wider region.
- Establish a strong economy.
- Reduce congestion and improve accessibility.
- Create a vibrant and attractive town centre.
- Create a high-quality environment and distinctive place to live and work. and,
- Promote opportunities for local people.

25. The significant housing growth planned for Banbury will provide the opportunity to develop Banbury into a stronger regional centre with full range of retail, leisure, cultural, sporting and social activities.
26. To deliver this role the strategic roads, public transport network and car parking will need to be improved together with better training and higher education opportunities for local people.
27. Traffic congestion and poor access are major constraints on growth and detract from the overall perception of Banbury. Action is needed now to address present concerns and enable growth to be delivered. Traffic congestion along the east/west network and on to the motorway junction needs to be resolved through short term improvements and a longer-term strategic solution. Similarly, in the town centre the congestion at the Cherwell Street and Bridge Street junction needs a long-term solution. A commercially viable bus network is needed to improve choice and access.

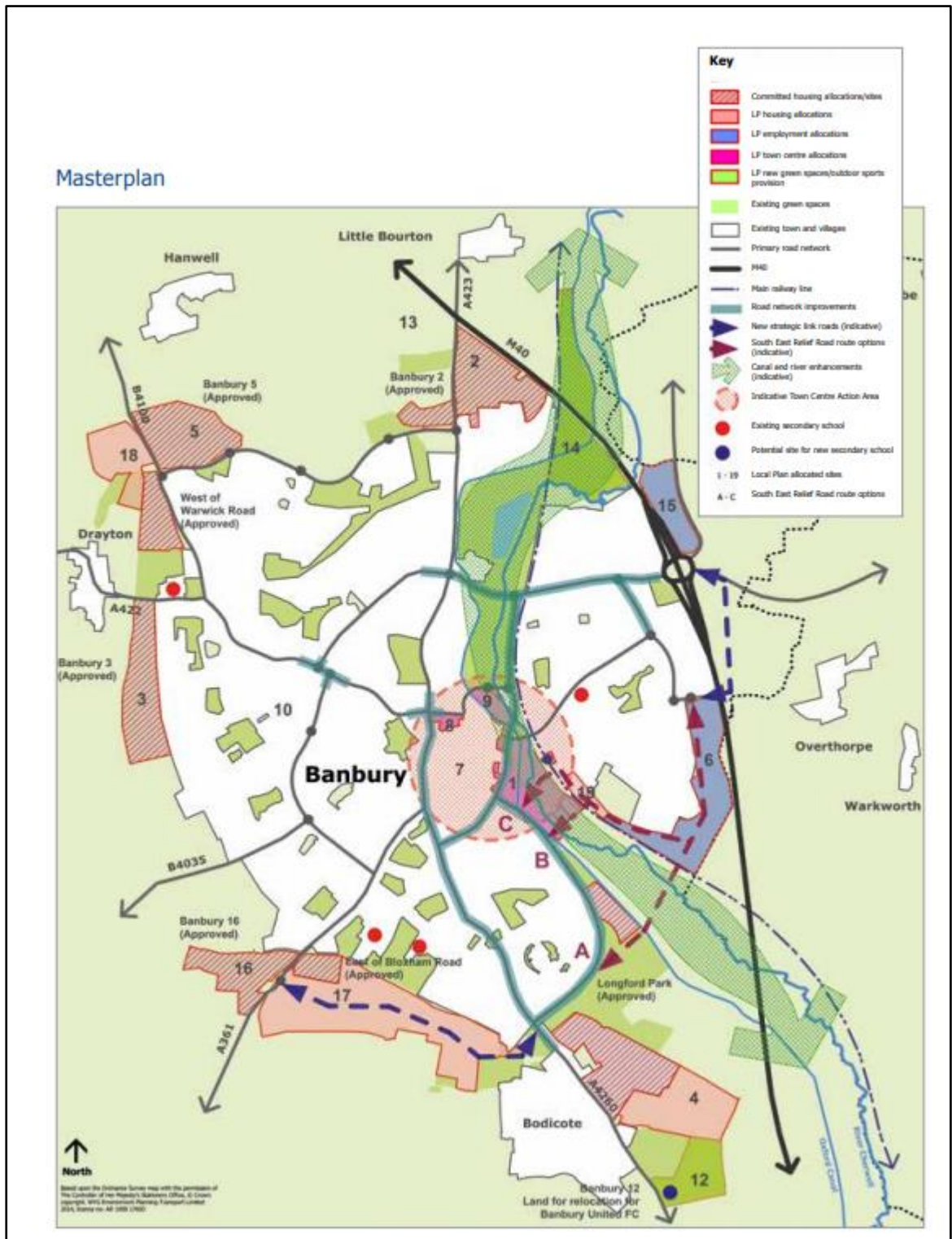
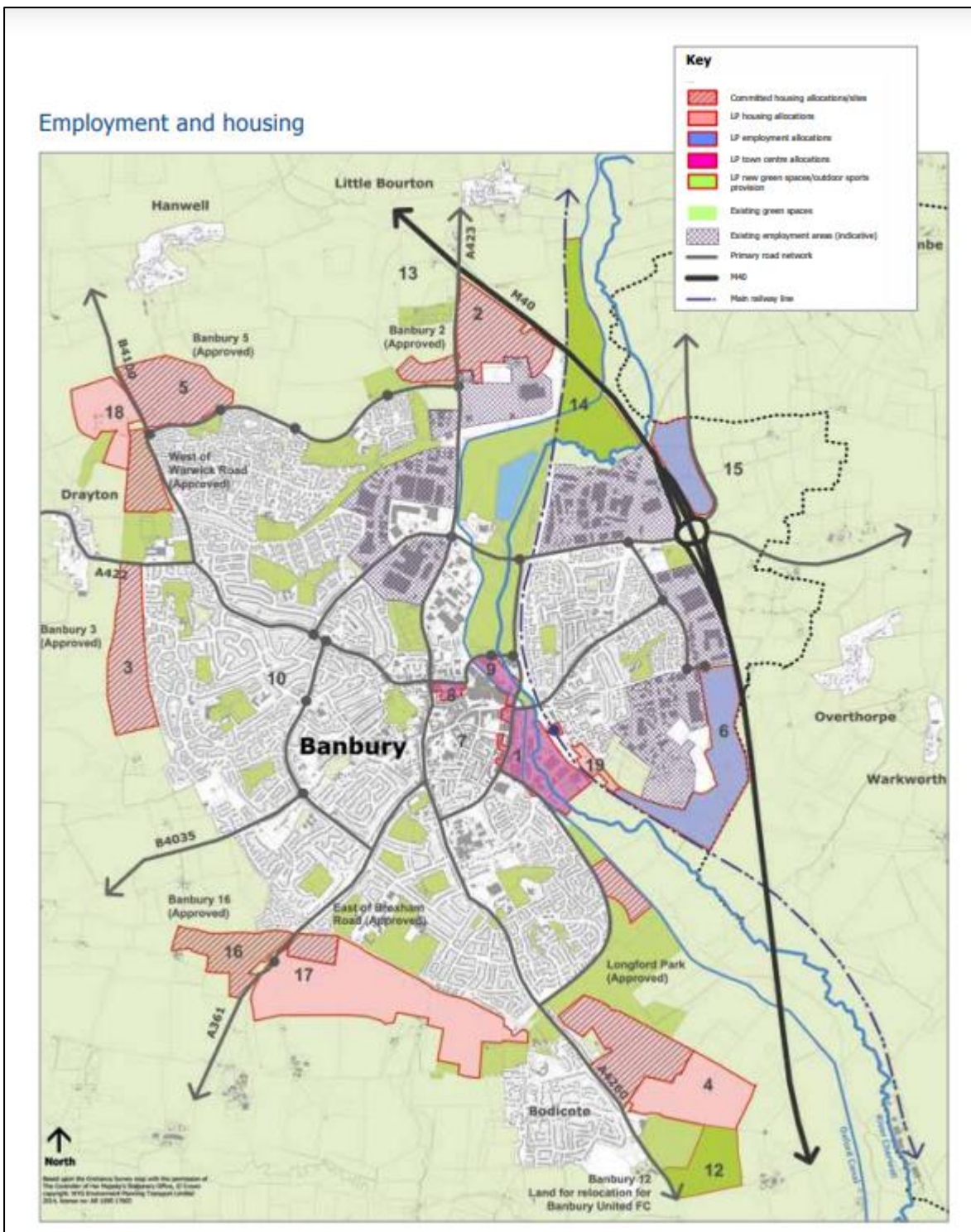


Figure 1: Banbury Vision and Masterplan



The Need for the Project – Economic, Environmental and Social Benefits

28. Further to Oxfordshire County Council's need and intended benefits from this scheme, it is also in-line with Cherwell District Council's 2016 Banbury Vision & Masterplan and the 2017 Chiltern Railways Banbury Station Masterplan. This looked beyond Chiltern Railways current franchise to a vision of what kind of facility the station needs to be in twenty-five years' time. This includes short, medium and long-term interventions of which the Banbury Regeneration - Tramway Road Improvements addresses some of the key issues identified in the masterplan, by providing an alternative access that would avoid the already congested Bridge Street junction and by being a key step towards turning the station into a transport interchange.

Economic Benefits

29. The main economic benefits offered by the Project are as follows:

- Directly supports the Canalside housing development site.
- Reduced bus journey times by retaining existing road access from Bridge Street for buses and taxis.
- Landscape proposals along the new scheme will enhance the gateway into Banbury from the train station thereby making it more attractive.

30. Environmental Benefits

- This project will improve the current streetscape and urban environment.
- Reduction of congestion at the Bridge Street junction with Cherwell Street will improve air quality at the junction.
- Implemented landscape will increase tree planting within the area considerably compared to the existing environment.

31. Social Benefits

- a) Individual and collective health benefits from a mode shift away from car use and an increase in walking and cycling.
- b) A positive impact on air quality from a reduction in vehicular emissions.
- c) Safety improvements and a subsequent reduction in accidents and severance due to enhanced infrastructure for all road users.

The Need for the Project – Highway and Transport Network Benefits

32. The Project proposals would provide a number of Highway and Transport benefits as follows.

Highway & Transport Network

- a) Support Banbury Station masterplan:
 - i. by providing an alternative access that would avoid the Bridge Street junction.

- ii. integrate a bus service on the doorstep of the station to provide a key step towards turning the station into a transport interchange.
 - b) Provide access into the Canalside redevelopment area.
 - c) Reduce detrimental environmental/air quality impacts.
 - d) Increase the appeal of travelling to the railway station by non-car modes of travel.
 - e) Provide good bus access from other strategic development sites to south of town; and
 - f) Offer relief to A4260/Bridge Street junction.
33. 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

34. The Project with preferred Option D will be submitted for Planning approval later in December 2021.

Progress to Date

35. Optioneering was undertaken and a preferred scheme identified and developed for the Feasibility Design stage. The Feasibility Design was informed by a Public Consultation exercise which was undertaken between the 13th January 2020 and 9th February 2020. The Project has since progressed into Preliminary Design with the scheme refined further to accommodate for feedback received during consultation and to respond to key stakeholders' requirements. A further optioneering exercise was undertaken during the Preliminary Design stage to explore how the connection between Tramway Road and the Station could be improved for people travelling by foot and cycle. Subsequently Option D of this exercise was selected as the preferred option and is currently progressing within Preliminary Design.

Programme

36. The programme described above in Project Programme Summary section will be continually updated as the Project progresses and in line with Council's internal governance requirements.
37. The critical path to the delivery of the Project is to successfully acquire all of the necessary land and new rights required for the delivery of the Project.
38. It should be noted that every effort will be made to acquire the necessary land and new rights by a private agreement with the affected parties and that **Compulsory acquisition is a matter of last resort using Compulsory Purchase Order (CPO)**. The Council has appointed an external property

agents and legal specialists to undertake both private agreement and CPO works. However, acquisition of required land may not be possible as programmed and therefore, is a key risk to the Project delivery.

39. Whilst acquisition by private agreement will be diligently pursued, from a timescale perspective, initiating the CPO process over the entire land holding that is required to implement the Project offers certainty should parallel negotiations to acquire the land and new rights by agreement be unsuccessful.
40. 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

41. The delivery of the Project will actively support the following key themes within Oxfordshire County Council's Corporate Plan 2020-24.
 - a) **Providing services that enhance the quality of life and protect the local environment** – This Project will provide a vital link to Banbury Station through Tramway Road, improving bus connectivity between the Town Centre and Station to the south of Banbury.
 - b) As part of this project, the traffic signals at the junction of Tramway Road and Swan Close Road and Hightown Road will also be improved to provide additional network capacity.
 - c) The project will support modal shift away from private cars and into the more sustainable modes of travel of public transport, cycling and walking. This will be achieved through the provision of bus priority and improved pedestrian and cycle infrastructure along the new connection.
 - d) **Supporting a thriving local economy by improving transport links to create jobs and homes for the future** – the Project is integral part of Banbury's wider investment programme which will directly provide enhanced highway capacity, improved journey times and reliability of public transport provision within the jurisdiction of Cherwell District Council and further into Oxfordshire.
 - e) **Taking action against Climate Change** – by reducing congestion and promoting modal shift in how people travel there are clear benefits in terms of reducing carbon emissions, promoting 'zero carbon travel' and improving air quality in the area.

Financial Implications

42. The Project will be funded by Oxfordshire Housing and Growth Deal (£4.567m).
43. There are no financial implications associated with this report.

Comments checked by:

Rob Finlayson, Finance Business Partner, rob.finlayson@oxfordshire.gov.uk

Legal Implications

Statutory Powers

44. 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, these powers should be used as a matter of last resort. Dialogue with affected landowners has commenced and will continue in parallel to acquire required land by negotiation as a first principle.
45. While an Authority can use compulsory purchase powers where it is expedient to do so, in considering whether to confirm the CPO, the Secretary of State will need to be convinced 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 at a later date seeking authority to make the formal statutory Order itself.
46. The acquiring Authority is also expected to show that if compulsory acquisition is authorised the Project is unlikely to be blocked by physical or legal impediments to deliverability.
47. Members should also note that following any future Cabinet authority to make the CPO those receiving notice of this have a right to object and, if they wish, have their objections heard at a local Public Inquiry. As acquiring authority, the Council would then need to make the case for confirmation of the Order at any Inquiry. The CPO does not take effect until confirmed by the Secretary of State; however, once the Order is confirmed an affected party aggrieved by the decision would have a further six weeks after receiving public notification of the confirmation to challenge the decision in the Administrative 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.
48. The principal powers in the Highways Act 1980 are:
 - a) Section 14 and 25 Side Road Orders (SROs)
 - b) 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.
 - c) 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.

- d) Section 246 authorises the acquisition of land for the purpose of mitigating the adverse effects of the construction or improvement of highways.
 - e) Section 250 authorises the compulsory acquisition of new rights over land and
 - f) Section 260 authorises the clearance of the title to land already held by the Council and required for the Project and which might otherwise interfere with the Council's activities in exercising its statutory powers to construct the works.
49. 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.
50. The SROs will authorise the stopping-up, amendment, diversion, improvement and creation of new lengths of highway or reclassification of existing highways and the CPO will include land that is required to enable the works authorised by the SRO to be carried out. The SRO gives authority to the CPO and the CPO cannot, therefore, be made without the SRO having first been made (i.e., sealed and executed by the Council).
51. In addition, the SRO may make provision for the stopping-up and (where appropriate) re-provision of private means of access to premises and agricultural land. The CPO makes provision for the acquisition of land and new rights to enable new, replacement private means of access pursuant to the CPO, to be provided as part of the Project.
52. 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.
53. There may also be a requirement for both permanent and temporary traffic regulation orders (TROs) to enable the Project works; however, Cabinet approval is not required to implement these.

Requests for Information

54. In order to pursue a compulsory purchase order, 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 Project. The Council has engaged land referencing specialists to undertake this work, which feeds into the Order Map and Order Schedule.

55. 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).
56. 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

57. 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.
58. The following articles of the Convention are relevant to the determination as to whether a compulsory purchase order should be confirmed:
- a) 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.
 - b) Article 6 entitles those affected by the powers sought in any CPO to a fair and public hearing by an independent and impartial tribunal.
 - c) 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.
59. 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:
- a) the statutory procedures for obtaining the Order are followed and there is a compelling case in the public interest for any CPO; and
 - b) any intervention with the Convention right is proportionate to the legitimate aim served.
60. A full consideration of human rights implications of the Scheme will be considered when reporting to Cabinet for authority to make In Principle Use of Statutory Powers for the CPO.

Comments checked by:
Christian Smith, Principal Solicitor, Christian.Smith@Oxfordshire.gov.uk

Staff Implications

61. The resource requirements to successfully deliver the Project will come from existing project and technical management functions, primarily within the Growth and Economy Directorate. This will be supported by other disciplines from across the Council as the need arises.
62. Specialist legal advisors are already engaged to provide support to the CPO process and other such statutory processes to limit the potential for future challenge to an absolute minimum.
63. The forecast Council staffing costs of the Project and technical management to completion are contained within the total budget quoted within this report.

Equality & Inclusion Implications

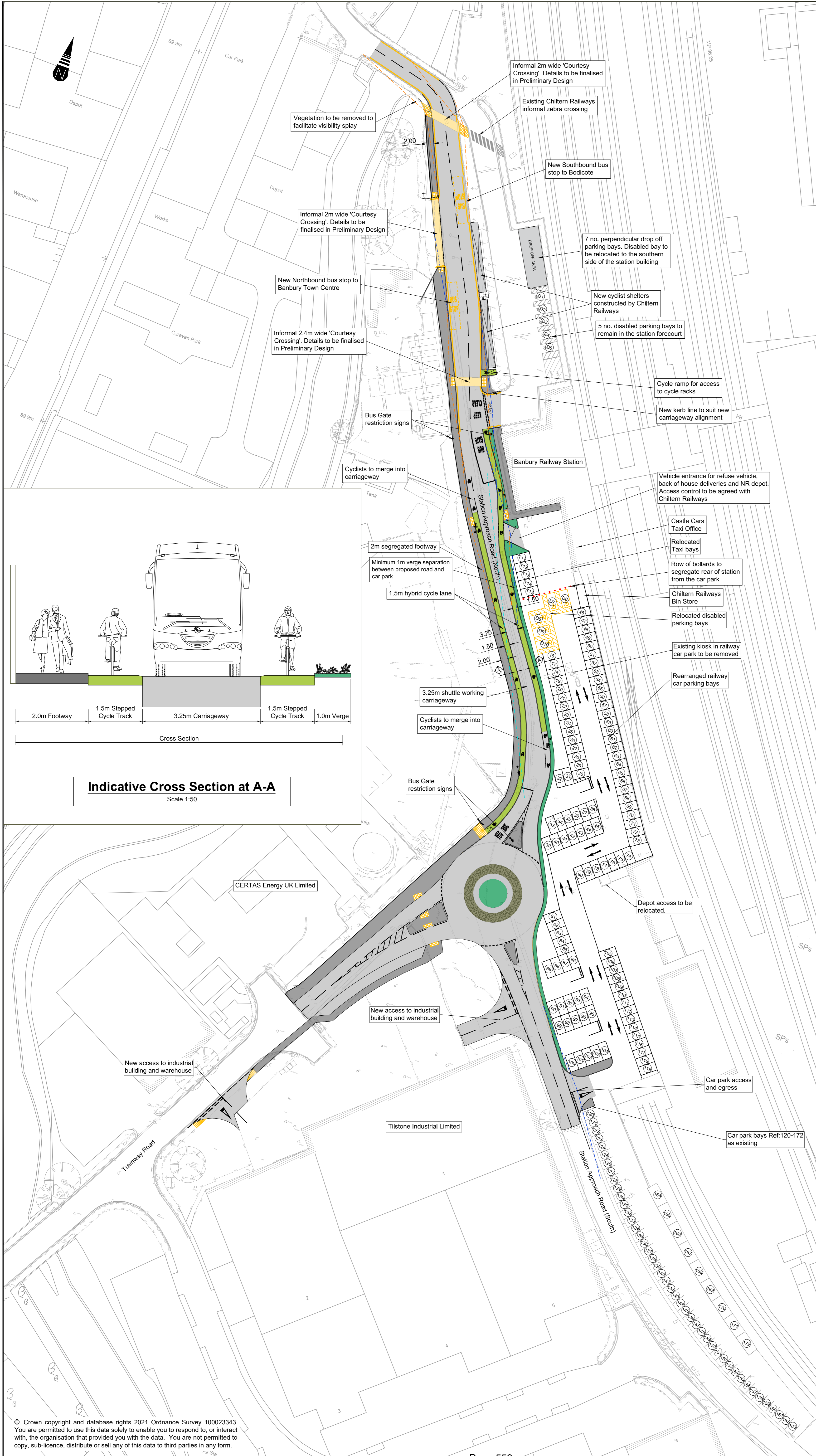
64. The equalities implications of the Banbury Regeneration - Tramway Road Improvements will be assessed robustly through the design development stages of the Project. These equalities implications will be considered in line with the Equality Act 2010 and through the completion of an Equality Impact Assessment (**EqIA**) as part of the design development of the Project.

Sustainability Implications

65. During the stage 2 of scheme delivery there will be specific sustainability targets imposed during the design and build of the project

Risk Management

66. Risks affecting the Council's reputation and other wider works programmes will be escalated through the capital governance process to ensure that impact on the Council are considered and managed.
67. COVID-19 currently poses an unquantifiable risk to the Project's future delivery programme and funding. COVID-19 impacts will be closely monitored and implications on the project and wider programme reported.



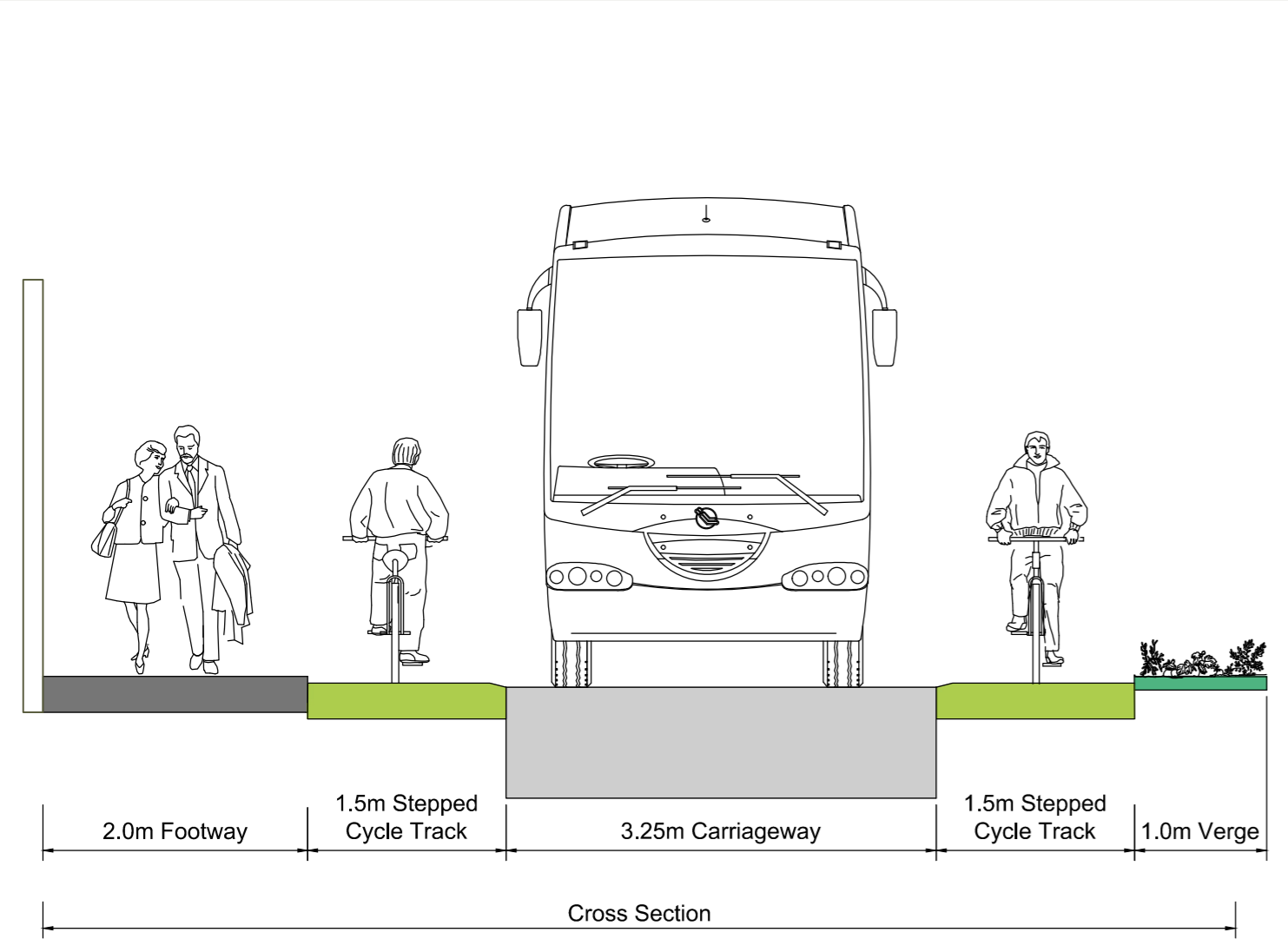
- Notes:
1. Do not scale from this drawing
 2. Site verify all dimensions prior to construction
 3. Report all discrepancies to the Drawing Originator immediately
 4. This drawing is to be read in conjunction with all relevant documents and drawings
 5. The road layout presented in this drawing is indicative and may be subject to further refinement at a later stage
 6. Option D considers road cross section with carriageway width of 3.25m, 2 no. 1.5m wide stepped cycle tracks, a segregated 2m footway and a 1m verge. All land acquisition will be from Network Rail.
 7. The traffic signal operation of the bus gate, positioning of the signal heads and ancillary equipments and phasing and staging sequencing is yet to be determined. The information on signal head presented in this drawing is for visual purposes only.
 8. The rearranged car parking layout is one of multiple potential layouts that could be achieved within the available space. However, the proposed layout endeavors to optimise the available space by maximising the number of bays that could be fitted within the constraint and thus various permutations of bay configuration (i.e. perpendicular, linear and finger) have been utilised. Bay size of 2.4m wide and 4.8m long have been used in the design as per the project brief.
 9. 2 no. electric car charging bays will be removed by this proposal. These bays will need to be relocated in the updated car park layout however exact location to be confirmed.
 10. Junction visibility X distance of 2.0m is based on Clause 7.7.7 of MIS1. The Y distance corresponds to the Stopping Sight Distance (SSD) and is based on the values indicated in Table 7.1 of MIS1 for 20mph road.
 11. Pedestrian crossing visibility X distance of 1.5m based on DMRB CD143. The Y distance corresponds to the Stopping Sight Distance (SSD) and is based on the values indicated in Table 7.1 of MIS1 for 20mph road.
 12. Signal intervisibility is achieved a distance of 2.5m back from the stop line in accordance with DMRB CD123 Clause 7.3.
 13. The geometrical parameters of the roundabout and its northern arm, for which the optioneering exercise is predominantly being undertaken, have been endeavored to maintain compliance with DMRB CD116. However, the geometry presented in this drawing is not final and may require further amendments upon the selection of a preferred option by OCC. Any non-conformity to the standards will be reported to OCC.
 14. The proposed road markings presented in this drawing, whilst in compliance with guidance set out in TSM, TSRGD and other relevant standards, is not final and may be adjusted at a later design stage.
 15. The proposed access road south of the northern bus gate provides access for station deliveries. The access will require access control. The geometry of the access road is based on the tracking of Phoenix 2-17N 10.22m long and assumes the acceptability of opposite lane incursion whilst accessing and exiting the car park. The operation of the access will be left in and right out manoeuvres only.

Key:

- Footway
- Carriageway
- Stepped Cycle Track
- Potential landscaping opportunities
- Tactiles
- Junction Visibility (Refer to Note 10)
- Crossing Visibility (Refer to Note 11)
- Signal Intervisibility (Refer to Note 12)
- Proposed signal heads

Parking Bay Schedule		
Parking Type	Existing ¹	Proposed
Taxi Bays ²	5	5
Disabled Bays ³	10	10
Electric Charging Bays ⁴	2	0
Car Parking Bays	202	157
Total	217	172

¹ - The calculated existing number of parking bays is based on the existing operational layout. This layout is currently sub-standard and if re-designed to standard, the number of bays are likely to reduce.
² - Taxi bays on the proposed layout are prefixed with a 'T'.
³ - Disabled bays on the proposed layout are prefixed with a 'D'.
⁴ - Refer to Note 9 above regarding details of the proposed electric charging bays.



Indicative Cross Section at A-A
Scale 1:50

Rev	Date	Description	Dm	Chkd	App
P02	11/08/21	Changes to the carriageway cross-section after meeting with OCC	PD	MG	MG
P01	03/08/21	First Issue	MG	PD	MG

Client: **OXFORDSHIRE COUNTY COUNCIL**

Drawing Originator: **MILESTONE INFRASTRUCTURE**
A part of **MGroup Services**

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Purpose of Issue: For Information
 Project Name: Tramway Road Accessibility Improvements
 Title: Station Approach Road North
 Option D - Stepped Cycle Tracks

Sheet Size	Scale	Drawn by	Checked by	Approved by
A1	1:500	MG	PD	MG
		Drawn Date: 03-08-2021	Checked Date: 03-08-2021	Approved Date: 03-08-2021

Drawing Number	Status	Rev
201950-MIL-HGN-ZZ-SK-CH-0023	P	02

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Banbury Regeneration - Tramway Road Improvements Consultation Report

Executive Summary

The Oxfordshire Growth Board has secured £215m of Government investment for new homes and infrastructure across Oxfordshire. This will support the ambition of building 100,000 new homes across Oxfordshire between 2011 and 2031 to address the county's severe housing shortage and expected economic growth.

The County Council has been considering a bus route through Tramway Road to Banbury station over many years. The objective is to improve access to the station, bus journey reliability into the town centre from southern areas of town and to remove trips from the heavily congested A4260/Bridge Street junction.

Skanska were commissioned to undertake feasibility work on the scheme

Background

Development of land in south east Banbury (the Longford Park residential development) has been approved by Cherwell District Council, with a significant number of homes already completed and occupied.

A new junction at Bankside and measures on Bankside to provide for the additional demands for travel arising from the development have already been approved.

The Tramway Road Scheme will deliver a new bus and taxi only link past the railway station to and from the town centre. A new access to Network Rail's West Car Park including vehicle activated capacity signs and improvements to cycle and pedestrian access are also part of the proposed works.

Consultation

Following completion of the Feasibility Study, a public exhibition was held at Banbury Town Hall on 16th January 2020 to present the proposed scheme and to gain views and insights on the plans and our Feasibility Design work. An online consultation was also carried out, running from 13th January to 9th February 2020. All responses have been analysed to understand the general consensus towards the scheme and to inform our next steps.

Online responses are summarised below:

	Like	Do Not Like	No view
Access to station west car park via Tramway Road	22	12	1
Bus and taxi-only link from Tramway Road to the station forecourt and town centre	24	11	

The main concerns centred on possible increased congestion along Bankside and Hightown Road, and the loss of bus stops directly outside the Morrisons store.

Measures to address parking along Bankside have already been approved, as mentioned, and a proposal is being worked up to limit parking on Hightown Road prior to the installation of traffic lights at the Bankside/Hightown Road junction. Discussions with the local bus operator are ongoing, and one suggestion is that the bus route could vary outside peak hours to enable it to continue to stop directly outside Morrisons.

A detailed analysis of consultation responses is included in Annex 1

Next steps

Following consideration of the public response, the scheme has progressed through feasibility design to preliminary design stage. This has included traffic modelling and discussions to acquire the necessary land have commenced.

A further engagement activity will take place on the “preferred” scheme to provide information on how the scheme has been developed further following the initial consultation exercise.

Annex 1

The following responses were made directly:

Organisation	Comment	Officer response
Banbury Town Council	Some concern about the redirection of bus routes away from Morrisons - need to look at all affected bus routes and the affect upon users	<i>Only the diversion of Route B3 is envisaged at this time. Ongoing discussions with Stagecoach on other routes.</i>
	Concern about the reliability of rising bollards - other means of control should be investigated (ANPR systems?)	<i>Other options are being considered to support the management of this bus/taxi only link</i>
	Pedestrian flows from Banbury United FC need accommodating along the new road	<i>Access to Banbury Town Football Club will continue along Station Approach while the club is located in this location.</i>
	Need for a safe pedestrian route through the station car park or alongside the new link road to enable safe access to the Station	<i>The scheme proposes a pedestrian footway alongside the link road.</i>
	Clarification if all commercial users of the existing vehicular access, and Network Rail/Chiltern Rail are content with the change of access arrangements to their sites further south and east - do they enjoy ownership and/or specific rights that need to be extinguished?	<i>The existing commercial users will be provided access to Station Approach from Tramway Road. The legal rights for access across Station Approach to Bridge Street is being investigated with Network Rail who currently own this road. Network Rail / Chiltern Rail support the proposals.</i>
	All south-side station car parking is to be accessed from Tramway Road and there is a consequent need to assess the revised traffic flows in Swan Close Road and Cherwell St. etc.	<i>Yes, modelling work has been undertaken and shows no material impact on the network due to the proposal.</i>
	Possible need to re-configure the station forecourt	<i>Yes, as part of the scheme OCC are including additional bus stops. Chiltern Railway are also making alterations to the forecourt using funding acquired from Sustrans.</i>
	Concern about the Tramway Road/Swan Close Road junction traffic lights. Concern about	<i>The signalisation of Tramway Road/Swan Close Road has been modelled and is expected</i>

Organisation	Comment	Officer response
	potential additional congestion. Inter-relationship to the Bankside/ Hightown Road junction (and the possible need for lights at that junction).	<p><i>to operate with suitable capacity.</i></p> <p><i>The Bankside / Hightown Road junction will also be signalised as secured from the Longford Park development.</i></p> <p><i>The two signalised junctions will be linked to improve the efficiencies along the corridor.</i></p>
Cherwell District Council	Consideration should be given to the potential for more than 700 dwellings being provided on the Canalside site.	<i>The traffic modelling undertaken has been informed by the Banbury Strategic Model which accommodates for the Canalside redevelopment as allocated within the Local Plan</i>
	The possibility of additional parking being provided at the station at some point, for example a multi-story on the western side of the railway, should be considered.	<i>Additional station car parking is not a consideration to the scheme.</i>
	It may be worth allowing for some flexibility in the design of proposals in terms of 're-opening' car access from Station Approach/the station forecourt to existing surface car parks at the railway station in the future, perhaps after monitoring of the proposals' implementation/ operation including at the junction with Swan Close Road and/or following any potential significant residential development at Canalside.	<i>This is not a consideration to the scheme. The connection between the Station Forecourt and Tramway Road is for bus/taxi only. Should this connection be opened to general traffic it would potentially become a 'rat-run' from Bridge Street to Swan Close Road.</i>
	The continuation of a single carriageway/ narrow highway to the north west of the new roundabout/where the road passes the station/station car park seems appropriate considering the relatively limited use by buses and taxis only and a reduced need to use neighbouring land, but measures should be considered to address	<i>The preferred scheme provides for single lane shuttle working under signal control.</i>

Organisation	Comment	Officer response
	the potential for the meeting of buses/taxis head on.	
	Access to the land (and neighbouring land) that was the subject of a recent grant of planning permission for new dwellings on the caravan site will need to be maintained.	
	In terms of the Local Plan Banbury 1 policy requirements of seeking a high-quality design and a distinctive proposition, a 'standard' roundabout may not be optimal achieving this. However, it is understood that the roundabout may provide the only appropriate option to enable cars dropping people off for the station to turn around. If this is the case then the design and use of materials for the roundabout should be given careful consideration in light of the future development at Canalside and the policy requirements.	<i>Due consideration to the streetscape and use of landscaping and materials is being made within the design of the scheme.</i>
	In the same vein, the design and the use of the materials for associated highway infrastructure/street furniture/lighting should be given careful consideration.	<i>Noted, due consideration to the 'street scene' and use of landscaping and materials is being made within the design of the scheme.</i>
	Bus stops and well-designed bus shelters should be provided as required along Tramway and at the station and the needs of the disabled considered.	<i>Bus shelters are to be provided within the Station Forecourt and suitable access to those less able throughout the design.</i>
	Where appropriate the use of alternative surfacing for roads and pavements should be explored.	<i>Noted, we will consider this as part of design but will seek advice from Safety team and cost of maintenance.</i>
	The proposals should create or allow for high quality and attractive pedestrian and cycle routes along the whole of Tramway, from the proposed roundabout through to Bridge Street and to the station.	<i>The preferred scheme now incorporates segregated cycle tracks through the shuttle working signalised link.</i>
	In terms of land acquisition/negotiation for the	<i>The proposal will seek to adopt the section of Station Approach</i>

Organisation	Comment	Officer response
	proposals, opportunities could be explored to bring land and nearby land into public ownership and/or improve the quality of land where appropriate.	<i>as publicly maintainable highway.</i>
	The surrounding land is mainly used for B1/B2 and B8 employment uses. The access requirements of existing business and others, such as Banbury United, the Chiltern depot/facility to the east and the Oil depot site should be considered.	<i>Access for these existing users has been considered.</i>
	The existing accesses from Tramway at Hazelmere Way and Riverside should be maintained to allow for access to existing businesses and new residential development.	<i>These junctions are not altered by the scheme.</i>
	The necessary consultation should take place or be continued with stakeholders including the taxi companies, Chiltern Railways, network rail, the bus operators, utilities and land owners and businesses.	<i>Stakeholder engagement continues to be undertaken.</i>
	Any opportunities to contribute towards tackling climate change should be taken including the planting of trees if appropriate.	<i>Noted. Discussions with landowners continue and this includes for additional land to help support the potential to improve the streetscape and accommodate tree planting.</i>
	It is recognised that the proposals will need to be implemented within scope but associated opportunities to improve the highway or public realm should be taken in association with the scheme where possible/appropriate even if these are at a later date.	<i>Noted.</i>
Member of the public	I like the idea of extending the northern end of Tramway Road to provide a two-way connection to Station Approach. However, I suggest that it should be open to all traffics to ease the traffic congestion at Bridge Street junction.	<i>Tramway Road will be open to all traffic, but only as far as the car park. The link will only be open to buses/taxis/cycles.</i>

Organisation	Comment	Officer response
	The proposed signalised junction at Tramway Road/ Swan Close Road/ Hightown Road will not work and will, for sure, cause traffic queuing up along Hightown Road and Bankside	<i>Traffic modelling of the proposed junction has been undertaken and shows that the junction can operate to an acceptable level.</i>
Proprietor, Paw Paw Takeaway	I appreciate you are busy but could you spare just a few minutes to let me know if these proposed improvements will ease the traffic situation at the current bus/coach station?	<i>There will be no immediate effect on the operation of the bus station.</i>
Member of the public	Will drop off/pick up remain with the 20-minute waiting period	Yes
	Will the disabled spaces adjacent to the taxi rank remain	Yes
Member of the public	Is it intended that Windsor Street be restricted to buses, cycles and taxis, as is proposed for the new link between the extended Tramway Road and the station forecourt? If not, is it intended to maintain the current forecourt/drop-off area, accessed via Windsor Street as now?	<i>The access to the station forecourt from Bridge Street will remain open to all vehicles. There will be an additional passenger drop off on Tramway Road.</i>
	<p>Are there any proposals to make improvements to the junction of A4260 Cherwell Street and Bridge Street? The Feasibility Report by Skanska suggests that this should be investigated but there is no evidence of any report or analysis on this matter in any of the documents uploaded on your website.</p> <p>Without knowing the costs and implications of such improvements (which would appear to be necessary if the scheme is to alleviate traffic more than it adds to it), it is difficult to come to a fully informed view on the scheme as a whole.</p>	<p><i>The funding has been awarded specifically to the bus/taxi link and access to the car park, however, the consultants have also assessed the Bridge Street junction. However, OCC are also looking at more major alterations as part of the masterplan work for the Canalside redevelopment and overall transport strategy work in the town to improve the Cherwell Street corridor.</i></p> <p><i>The Tramway scheme will take out some of the trips from the south of the town that currently access the station car parks via the Bridge Street junction and will also provide an effective alternative to the car for commuters from those southern areas.</i></p>

Organisation	Comment	Officer response
	What plans are there for the station car park labelled as "closed", currently accessed via Tramway Road from the south? The map of the proposals shows the extended Tramway Road making an incursion into the current grounds of this car park but it is not clarified whether there has been any discussion with Network Rail or Chiltern Railways over what will happen with this land.	<i>Network Rail and Chiltern Railways are partners on the project team. The wider area to the east of Tramway Road comes under the Canalside redevelopment area.</i>
	Have there been any discussions with Network Rail or the Department for Transport over whether the potential replacement of Chiltern Railways as a franchisee during the course of the project would have any impact, given their franchise is currently scheduled to finish during 2021?	<i>This has been discussed at project meetings and is not seen as an issue. The land that is affected is Network Rail's and the project is seen as a positive benefit for the station and its services.</i>
	Why does Appendix A appear to be missing from the consultation documents uploaded on your website? The ownership of land is already a matter of public record via the Land Registry.	Appendix A was removed because of GDPR concerns. It has been re-loaded without the personal data.
	Why does Appendix H appear to be missing from the consultation documents uploaded on your website? The breakdown of costings of major scheme such as this, funded by taxpayers, is something which should surely be a matter of public record.	The overall costs of the preferred scheme are within the main document. The more detailed costings contain commercially sensitive information and therefore cannot be released.

A total of 35 responses were made online:

1. Please tell us what you like and dislike about the design and layout of the proposed new access to Chiltern Railway's station west car park via Tramway Road, including comments on the road junctions, the footway and crossing, and the drop-off area.

Like	I like the development of a new access route to the station for traffic coming from the South of Banbury, helping it avoid the busy Bridge St/Cherwell St crossroads. I like the prioritisation of non-car traffic.
------	--

	<p>I dislike the loss of capacity at the west station car park and the lack of ability to easily transfer between the two car parks (where will traffic go if the West car park is full?)</p> <p>I dislike the increase in traffic down Tramway - this has been an exceptionally safe place to cycle.</p>
Do Not Like	I think what we have is adequate and just needs a tidy up
Like	Regeneration is great for the town as it will make it easily accessible and much easier for those of us who work in London. Due to the newly built properties, more and more people are relocating to the area and the town will see a rise in the population which will mean more people will pay council tax that will help the council with more regeneration projects and besides change is great for the community.
Do Not Like	<p>Poorly planned.</p> <p>This route will cause more congestion to users of Bankside & Hightown Road.</p> <p>The construction of the new housing estates is already applying pressure to the road network. Adding additional lights will stagger the traffic yes but will cause more delays in the long term.</p> <p>A cut through that saves perhaps 5 minutes maximum is not worth public funding.</p> <p>Construct more cycle paths would be a better expenditure and a greener option!</p>
Like	<p>I like moving traffic away from Bridge St and also of providing a more direct access for the south and west of the town to the station.</p> <p>I am concerned about extra traffic in Swan Close, Hightown Road and Bankside. I'm sure these can be improved relatively easily. Traffic lights for the junction between Hightown Road and Bankside synchronised with those proposed at the Tramway Road junction, solving parking issues in Hightown Road and along Bankside plus removal of the chicanes on Bankside would <i>[text ends]</i></p>
Like	<p>This should help reduce traffic congestion on bridge street station road junction.</p> <p>This scheme needs to link to Bankside with parking restrictions.</p> <p>Residents only</p>
Like	Moves traffic away from already congested route along Bridge St.
Do Not Like	As this does not address the issue of only a single road bridge over the railway line near the centre. A second road will serve all of the community needs and not just a couple of buses and taxi every hour or so...
Do Not Like	This will mean a significant increase in the number of vehicles using hightown road. Theres nothing that I like.
Like	<p>I am not sure what the purpose of the bollards is. I would personally open the road for traffic. It might be used as a cut through to Cherwell Heights, but can also ease the traffic congestion around Bridge Street. It will also allow cars to just direction of travel from let say Banbury United rather than going pass Morrison to get to Grimsbury.</p> <p>Alternatively the road from Grimsbury towards the train station could be a one way (whichever way seems more appropriate).</p>

Like	I like that it takes traffic away from Bridge Street and the junction with Cherwell Street, the volume of traffic using that junction to and from the rail station makes pedestrian access to and from the town centre harder.
Do Not Like	This will only serve to clog up the Tramway Rd junction in a similar manner to that which is already experienced at the other end by the bridge. The road outside Morrisons is already a nightmare at times, how will adding a light system and access for all vehicle types make that better?
Do Not Like	More traffic will be accessing hightown road which is busy enough at the best of times due to the amount of houses being built alongside Bankside. There is a purpose built car park on the other side of the trainline. The existing car park isnt really needed
Like	It removes traffic from bridge street and grimsby areas.
Do Not Like	The number of traffic lights in Banbury is bordering on the ridiculous already and you are proposing more traffic lights! Doing this will just cause more traffic jams around the Bankside / Hightown Road area.
Like	buses & taxis are minimum impact to the traffic issues from one side of the town to the other
Do Not Like	2 traffic signal sets less than 100 meter apart with further lights and supermarket entrance is going to be more chaos. Now plan to improve junctions to link road for left turn lane to ease traffic. Also the current flow to bridge St junction backs up past new proposed traffic signals at peak time. This needs a broader solution
Like	Good idea.
Like	1) I think this is a good idea as it should relieve congestion on Bridge Street and make it easier for cars to get in/out. 2) I think more thought needs to be given for improving pedestrian access to the station from Tramway Road; adding proper footpaths, crossings and better lighting, as currently people have to walk between cars and through the poorly lit car park. 3) Also need to ensure this route is accessible to everyone, including mobility scooters, bikes and pushchairs.
Like	Long overdue
Like	Redirecting any traffic off Hightown Road will help ease the congestion that this road, traffic lights will help the flow of this traffic, however I would take into account traffic turning out of the Morrisons car park onto Hightown Road, will these traffic lights assist and make this safer or not? The current car parking situation up Hightown Road and on Bankside MUST be sorted if this was to go ahead, its dangerous and soon there will be an accident
Like	Like everything
Do Not Like	Like the idea of regenerating this access way as it is currently sub standard. Dislike that the plans do not have any clear prioritisation for cycles unlike access to the vast majority of railway stations. The current access ways are not safe for cyclists but the plans only mention 'combined pedestrian/cycle path' without clearly outlining whether there will be dedicated and fast access for cycles to promote cycling over cars and to improve safety. At the moment station access is not safe.

Like	<p>It's a good idea. It's something that should have been looked at thirty years ago when Swan Close started to be redeveloped but at least it is finally happening.</p> <p>Taxis and buses will benefit from the extra access for sure. My concerns are in exiting the site as in question 3 below.</p>
No view	
Like	It makes for easy access to the Railway Station.
Like	Help ease congestion in town centre and Middleton Road
Like	<p>Station users coming from the south will find this a much shorter and easier way to the west car park. It must be borne in mind that some users coming from other directions will find Tramway a worse route than Bridge St/Station Approach so will divert to the east car park which is already getting busier. Ideally the west side car park should be made multi-storey or at least double deck so it is future proofed for growth. It is an odd shape but there is a precedent: Bicester North.</p>
Like	hopefully this will ease traffic congestion to bridge street bus station.
Like	please move national express bay further away from pawpaw restaurant.
Like	<p>The introduction of traffic lights at Tramway, Swann Close and Hightown Road will no doubt be good and necessary but it totally overlooks the grid lock that is already starting to occur in this area and will get worse as new housing development in Bankside attracts even more traffic, not least of which will be the desire for more cars to use Tramway as a Station access.</p> <p>When are the planners going to wake up to the ever increasing need to prevent so much traffic in this area. New M40 Jct needed</p>
Do Not Like	<p>Unless some measures are put in place to stop the cars cutting through (when not accessing the station car park), I'm worried the traffic via Tramway Rd will become worse for us cyclists. It's already bad at the Tramway Rd/Hightown Rd junction - v. unsafe for cyclists at peak times, when you try to turn towards Tramway and have to stop in the middle of the road, speeding cars going both ways, it feels very frightening. Drivers dropping off constantly block the cycle paths - very ignorant of cyclists</p>
Do Not Like	<p>Banbury roads are full to bursting. We do not need more roads, the answer is fewer people and fewer new houses. I suggested to OCC many years ago to put up signs - Oxford is full come back under another day. But it was ignored. The result after many millions of £s is more traffic congestion, poorer air and more irritable travellers.</p>
Like	<p>It will make a considerable improvement to the flow of car traffic to and from Banbury Station - when the Chiltern Rail parking in Tramway closed 5 or so years ago there was an immediate impact on the volume of traffic and the length of time taken to drive from Hightown/Bankside through the town to reach the East or West side Chiltern Railways car parks.</p> <p>The suggestions for pedestrian refuges and crossings look sound although Zebra Crossings rather than Pelican Crossings should be considered.</p>
Do Not Like	As the only access to the west car park, it will hugely increase the volume of traffic on all nearby connected roads and at all nearby

	junctions from early morning through to late night seven days a week to the detriment of local cyclists, pedestrians and residents. Yellow lines on Lambs Crescent as planned will only exacerbate existing long-term problems for local people and residents, while authorities continue to ignore parking issues on Lambs Crescent, Hightown Road and Bankside.
Like	Less traffic by this route - but - The drop-off area at the station itself looks too small.

2. What do you like and dislike about the proposed design and layout of the bus and taxi-only link between Tramway Road and the station forecourt and town centre, including comments on the impact on current bus services?

Like	I like the prevention of cars taking a short-cut. This will deter people from trying to cut around existing traffic problems (risking pedestrian and cyclist safety)
Do Not Like	A waste of money as is taking people away from the shopping centre, why add a walk?
Like	Easily accessible
Do Not Like	This shortcut makes little difference and will cause even more disruption. Disappointing!
Like	I am a bit concerned about the B3 bus not serving Morrison's but the proposed new stops in Tramway Road could help. I'd like to see more frequent buses than the present half hourly B3 serving the station. I do like the bus/taxi only link as it would be bad to have through traffic. There is also the East side car park where drop off and pick up can happen too.
Like	Should help traffic flow around the Station, Cherwell street and Swan Close
Like	Safer and more efficient for bus/taxi users and pedestrians.
Do Not Like	If you build it, you are putting the needs if the very few ahead of the needs of the community at large.
Do Not Like	As long as no busses use hightown road it might work.
Like	Again as above. Otherwise it is ok.
Like	I like it for the most, but I feel that bus passengers for Morrisons will be cut off, the proposed stops on Tramway Road mentioned in the FAQs are too far away and involve crossing what will become a busy junction. If there was some way for buses to stop on Hightown Road or divert round Lambs Crescent this would be beneficial
Like	Limiting access to public transport will allow much better traffic management. I understand the case for opening up access, but allowing all vehicles to enter from tramway Rd is too much. Why not alleviate traffic from one end by making all public transport enter from tramway, and all none public transport enter from the bridge entrance.
Do Not Like	Why does there need to be a bus service between the station and banbury town. It's a 2 minute walk max. The traffic is bad enough around the two junctions at the best of times and having bus only routes will only compound the problem

Do Not Like	It could work, but what will happen to the lay by in the station forecourt which allowed cars to pick up returning commuters? Are you forcing drivers under 30 min visits to try to find a limited parking space?
Like	If this will allow buses to get around Bnabury quicker I am all for it, but not if it means even more traffic lights to be put in, slowing traffic and causing delays.
Do Not Like	current bus services should be looked at & many assessed on actually need of the town than just profits of running many times totally empty
Like	Good idea for link through tramway to ease bridge st. This though would be ruined by moving issue elsewhere
Like	Good idea.
Do Not Like	I was crippled by Hackney Carriage (he still holds Cherwell license) & now rely on mobility scooter, I often go down Station Approach & Tramway Rd to get to hospital or Morrisons, it's only one car wide but as it's quiet it's still an easier/safer route than using busy & narrow A4260 footpath. Sharing this route with taxis scares me and would put me off of going out! Not enough buses to justify link, would be better to add a foot/cycle path & improve lighting, to encourage healthier habits.
Like	It would appear that bus stops at the station will remove/reduce the 20 mins car parking area that exists at present. Such an area is required when picking up rail passengers by car if the train is running late.
Like	Redirecting any traffic off Hightown Road will help ease the congestion that this road has on a daily basis, especially peak times such as school runs and early evenings. Traffic Lights will help the flow of this traffic. I do not use the bus service so cannot comment.
Like	Like everything
Do Not Like	Like the idea of regenerating this access way as it is currently sub standard. Dislike that the plans do not have any clear prioritisation for cycles unlike access to the vast majority of railway stations. The current access ways are not safe for cyclists but the plans only mention 'combined pedestrian/cycle path' without clearly outlining whether there will be dedicated and fast access for cycles to promote cycling over cars and to improve safety. At the moment station access is not safe.
Like	The elephant in the room is the exit from the Station down to the crossroads with Concord Ave. As noted in the survey that at peak times, trying to get out of the station junction is very bad. It's awful. The main cause of the backup is the traffic lights on the Concord Ave, Cherwell St, Bridge Street crossroads junction. So, get rid of the traffic light junction and replace it with a large roundabout. It would speed up all traffic and make bus travel much quicker so Tramway is not needed.
Like	.
Like	It will make a trip from Morrisons supermarket very difficult for people with more than the bare minimum of shopping. Over the last few years I have managed to cut my car use from 4.5/5 thousand miles to less than 1 thousand miles per year, it will be a shame if I have to start using it for my Morrisons shop.

Like	Help ease congestion in town centre and Middleton Road
Like	Anything to make access to the station easier is welcome but any works should not conflict with longer term CD plans for canalside re-generation with direct pedestrian access with Cherwell St. The B3 should call, perhaps other buses too, some such as the B4 could call after their Bridge St stop. The B5 & B6 should be able to enter from Bridge St, turn and leave the same way. There should be plenty of secure cycle parking too allowing for future growth.
Like	hopefully this will ease traffic congestion to bridge street bus station. please move national express bay further away from pawpaw restaurant.
Like	Looks good
Like	It should stay buses, taxis and cyclists only. I like the cyclists are being taken into account! I lived in Oxford for 16 yrs and moving to Banbury 3yrs ago was a shock, esp. bc of the lack of cycle paths here and drivers being so ignorant. It made me feel like a second class citizen! I've already had a collision with a driver who knocked me off my bike while I was on my side of the road. It's a daily battle- especially not being given a way on narrow street. Banbury on a bike feels very unsafe!
Do Not Like	The bus stops for B3 outside Morrisons will cease in 2022. The number of older people is increasing please do not deprive them of this facility. It is very useful.
Like	Excellent idea to join the bus and rail transport systems up, however, there are issues with buses exiting the station onto Bridge Street, this roadway is already congested and cars wait a considerable length of time in order to move out of the station entrance and across the rail bridge. The proposed change to the B3 route means that elderly people from Bodicote and Longford Park will no longer have easy access to Morrisons' supermarket - the proposed bus stops in Tramway are too far away.
Like	A good idea, helping provide solutions to encourage more use of public transport while not deterring cyclists and pedestrians nor unduly disadvantaging local residents. I do not understand though why local people have been denied the opportunity to consider the signalisation of Bankside/Hightown Road/Lambs Crescent at the same time as this consultation. The two proposed developments are intrinsically linked and impact each other hugely, not least continuing traffic congestion and parking issues.
Do Not Like	I am concerned that the six short stay parking spaces, shown in photo 14 (Station Approach looking South towards Car Park), will be removed. There is no mention of them in the proposals. At certain times these are heavily used, in my experience. I find them very convenient, when visiting the station to buy a ticket, or waiting for a passenger (especially when a train is delayed).

Division(s): N/A

CABINET – 16 NOVEMBER 2021

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Cabinet, 21 December 2021

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ COVID Lessons Learnt Review To review the lessons learnt from the COVID-19 pandemic and agree recommendations for the future. 	Cabinet, 2021/188 - Leader
<ul style="list-style-type: none"> ▪ Oxfordshire Recovery and Renewal Strategy To review and adopt the Oxfordshire Strategy for Recovery and Renewal, a system wide document to set the direction for post pandemic planning. 	Cabinet, 2021/189 - Leader
<ul style="list-style-type: none"> ▪ A40 HIF2 Smart Corridor - Compulsory Purchase and Side Road Orders To seek approval of the Statement and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders. 	Cabinet, 2021/131 - Cabinet Member for Travel & Development Strategy
<ul style="list-style-type: none"> ▪ Infrastructure Funding Statement To seek approval for the infrastructure funding statement for the financial year 2020/21. 	Cabinet, 2021/159 - Cabinet Member for Travel & Development Strategy
<ul style="list-style-type: none"> ▪ Capital Programme Monitoring Report - October 2021 Finance report on capital spending against budget allocations, including any necessary capital programme approvals. 	Cabinet, 2021/126 - Cabinet Member for Finance
<ul style="list-style-type: none"> ▪ Workforce Report and Staffing Data - Quarter 2 - July-September 2021 Quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report. 	Cabinet, 2021/104 - Cabinet Member for Corporate Services

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ Libraries and Heritage Services: A Strategic Framework: 2021 - 2026 To seek approval of the strategic framework for the delivery of libraries and heritage services – 2021 – 2026. 	Cabinet, 2021/056 - Cabinet Member for Community Services & Safety
<ul style="list-style-type: none"> ▪ Business Management & Monitoring Report - October 2021 To note and seek agreement of the report. 	Cabinet, 2021/128 - Cabinet Member for Finance
<ul style="list-style-type: none"> ▪ OSAB Annual Report To note the content of the report. 	Cabinet, 2021/187 - Cabinet Member for Adult Social Care
<ul style="list-style-type: none"> ▪ OSCB Annual Safeguarding Reports To note and agree the safeguarding reports. 	Cabinet, 2021/197 - Deputy Leader of the Council

Cabinet Member for Highway Management, 23 December 2021

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ Charlbury: Hixet Wood - Proposed Waiting Restriction To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/172
<ul style="list-style-type: none"> ▪ Bicester: Perimeter Road - Proposed New 40mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/171
<ul style="list-style-type: none"> ▪ Oxford: Land Off Armstrong Road - 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/168
<ul style="list-style-type: none"> ▪ Harwell: Grove Road - Traffic Calming To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/113

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ Oxford: Various Locations - New and Amended Pedal Cycle Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/152
<ul style="list-style-type: none"> ▪ Oxford/Gosford: A44 Adjacent to Oxford Northern Gateway Site - Proposed 30mph Speed Limit and Weight Restriction on Side Road To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/153
<ul style="list-style-type: none"> ▪ Oxford: East Oxford - Proposed Low Traffic Neighbourhoods - December 2021 To seek approval on whether to progress with Experimental Traffic Regulations Orders. 	Cabinet Member for Highway Management, 2021/182
<ul style="list-style-type: none"> ▪ Kirtlington Village: Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/175
<ul style="list-style-type: none"> ▪ Friford: A415 - Proposed Extension of 40mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/176
<ul style="list-style-type: none"> ▪ Woodstock: Shipton Road - Proposed 30mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/177
<ul style="list-style-type: none"> ▪ Watlington: Pyrton Lane - Proposed 20mph Speed Limit and Traffic Calming Measures To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/178
<ul style="list-style-type: none"> ▪ Oxford: Mansfield Road - Proposed Waiting Restrictions in Place of Pay & Display Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/179
<ul style="list-style-type: none"> ▪ Benson: Eastern Junction of New Edge Road: Proposed Traffic Management Measures To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/180

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ Wantage: A417 at Eastern Access to Crab Hill Development - Bus Lane Access To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/181
<ul style="list-style-type: none"> ▪ Witney: High Street - Traffic Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/190
<ul style="list-style-type: none"> ▪ Oxford: Hayes Close - Proposed Amendment to Waiting Restrictions and Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/193
<ul style="list-style-type: none"> ▪ Oxford: Ferry Hinksey Road - Proposed Amendment to Waiting Restrictions and Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/194
<ul style="list-style-type: none"> ▪ Oxford: Headington Quarry CPZ - Proposed Amendment to Waiting Restrictions and Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/195
<ul style="list-style-type: none"> ▪ Oxford: Godstow Road and Home Close, Lower Wolvercote - Proposed Amendment to Waiting Restrictions and New Bus Stop Clearway To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/199