

To: **Members of the Cabinet**

## ***Notice of a Meeting of the Cabinet***

**Tuesday, 19 May 2026 at 2.00 pm**

**Room 2&3 - County Hall, New Road, Oxford OX1 1ND**

If you wish to view proceedings online, please click on this [Live Stream Link](#).



Martin Reeves  
Chief Executive

May 2026

**Committee Officer: Democratic Services**  
*E-Mail: [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)*

### **Membership**

#### *Councillors*

Liz Leffman	Leader of the Council
Neil Fawcett	Deputy Leader of the Council and Cabinet Member for Resources
Tim Bearder	Cabinet Member for Adults
Rebekah Fletcher	Cabinet Member for Transport Management
Sean Gaul	Cabinet Member for Children and Young People
Kate Gregory	Cabinet Member for Public Health and Inequalities
Judith Edwards	Cabinet Member for Community Wellbeing and Safety
Dan Levy	Cabinet Member for Finance, Property and Transformation
Gareth Epps	Cabinet Member for Place, Environment and Climate Action
Laura Gordon	Cabinet Member for Future Economy and Innovation

*The Agenda is attached. Decisions taken at the meeting will become effective at the end of the working day on 26 May 2026 unless called in by that date for review by the appropriate Scrutiny Committee. Copies of this Notice, Agenda and supporting papers are circulated to all Members of the County Council.*

*Date of next meeting: 16 June 2026*

# AGENDA

## 1. Apologies for Absence

## 2. Declarations of Interest

- guidance note below

## 3. Minutes (Pages 9 - 18)

To approve the minutes of the meeting held on 21 April 2026 (**CA3**) and to receive information arising from them.

## 4. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

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.

## 5. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

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 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet.

## 6. Appointments 2026/27 (Pages 19 - 30)

*Cabinet Member:* Leader  
*Forward Plan Ref:* 2026/100  
*Non-key decision*  
*Contact:* Tom Hudson, Scrutiny Manager  
Tom.hudson@oxfordshire.gov.uk

Report by Director of Law & Governance and Monitoring Officer **(CA6)**

To confirm the Cabinet's appointments for the civic year 2026/27.

**The Cabinet is recommended to AGREE the appointments set out in the annex to the report**

## **7. Reports from Scrutiny Committees (Pages 31 - 36)**

Cabinet will receive a report from the People Overview and Scrutiny Committee on Domestic Abuse - Safe Accommodation Provision

## **8. Oxford Congestion Charge Investment Plan (Pages 37 - 116)**

*Cabinet Member:* Transport Management  
*Forward Plan Ref:* 2026/007  
*Key decision*  
*Contact:* Hannah Battye, Head of Place Shaping  
Hannah.battye@oxfordshire.gov.uk

Report by Director of Environment and Highways **(CA8)**

Cabinet will be asked to consider officer recommendations for uses of the income generated by the temporary congestion charge

**Following Cabinet's 21 April 2026 deferral, and request to consider revised recommendations in relation to the Congestion Charge Investment Plan, Cabinet is RECOMMENDED to:**

- a) approve the congestion charge investment plan, as detailed at Annex 1 and outlined in paragraph 20, including a £3 combined parking and bus ticket to replace the current free park and ride offer as soon as practically possible after 1 June 2026**
- b) approve the amendments to the council's Fees and Charges for 2026/27 as shown in Annex 2**
- c) delegate authority to the Cabinet Member for Transport Management for:**
  - i. the allocation of any remaining unallocated surplus**

- ii. the apportionment of the funds for “Active travel and additional public transport schemes” (Table 1) to specific projects, including but not limited to the list of such schemes in Annex 1

## 9. Best Start in Life Plan (Pages 117 - 142)

*Cabinet Member:* Children and Young People

*Forward Plan Ref:* 2026/084

*Non-key decision*

*Contact:* Annette Perrington, Deputy Director of Education

Annette.perrington@oxfordshire.gov.uk

Report by Director of Children’s Services (**CA9**)

**The Cabinet is RECOMMENDED to note the release of the plan and share any feedback about its content.**

## 10. Quiet Lanes Policy & Pilot Programme (Pages 143 - 182)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2026/066

*Key decision*

*Contact:* Daniel McCrory, Technical Lead – Place Shaping

Daniel.mccrory@oxfordshire.gov.uk

Report by Director of Environment and Highways (**CA10**)

This is a proposal to develop a Quiet Lanes policy for the county, along with an associated framework for their implementation.

The policy, its benefits and the framework should be first tested through the implementation of a programme pilot (through 2026/27) before being fully adopted and rolled out on wider scale if appropriate.

**The Cabinet is RECOMMENDED to**

- a) Approve the county council’s Quiet Lanes Policy statement as attached at Annex 1
- b) Approve the Assessment criteria for consideration of Quiet Lanes at Annex 2 and the Implementation Toolkit at Annex 3
- c) Endorse the proposed approach to implementing, and testing, the Quiet Lanes Policy across Oxfordshire through a programme of pilot schemes (to be identified with local county councillors and parish/town councils)
- d) Delegate authority to Director of Environment & Highways, in consultation with Cabinet Member for Transport Management, to bring into operation Traffic Regulation Orders (both permanent and experimental) for the pilot schemes

## 11. Forward Plan and Future Business (Pages 183 - 190)

*Cabinet Member: All*

*Contact Officer:* Chris Reynolds, Senior Democratic Services Officer,  
[chris.reynolds@oxfordshire.gov.uk](mailto:chris.reynolds@oxfordshire.gov.uk)

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

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

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

## **Councillors declaring interests**

### **General duty**

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

### **What is a disclosable pecuniary interest?**

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

### **Declaring an interest**

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

### **Members' Code of Conduct and public perception**

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

### **Members Code – Other registrable interests**

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

### **Members Code – Non-registrable interests**

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

# Agenda Item 3

## CABINET

**MINUTES** of the meeting held on Tuesday, 21 April 2026 commencing at 2.00 pm and finishing at 4.10pm

**Present:**

**Voting Members:** Councillor Liz Leffman – in the Chair  
Councillor Neil Fawcett  
Councillor Tim Bearder  
Councillor Andrew Gant  
Councillor Sean Gaul  
Councillor Kate Gregory  
Councillor Jenny Hannaby  
Councillor Ben Higgins  
Councillor Dan Levy

**Other Members in Attendance:** Councillors Thomas Ashby and Liam Walker

**Officers:**

Whole of meeting Martin Reeves (Chief Executive), Anita Bradley (Director of Law & Governance and Monitoring Officer), Paul Fermer (Director of Environment and Highways), Chris Reynolds (Senior Democratic Services Officer)

*The Cabinet 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.*

**48/26 APOLOGIES FOR ABSENCE**

(Agenda Item. 1)

Apologies for absence were received from Councillor Judy Roberts.

**49/26 DECLARATIONS OF INTEREST**

(Agenda Item. 2)

There were none.

**50/26 MINUTES**

(Agenda Item. 3)

The minutes of the meeting held on 17 March 2026 were approved as a correct record.

**51/26 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda Item. 4)

See attached.

**52/26 PETITIONS AND PUBLIC ADDRESS**

(Agenda Item. 5)

7 - Reports from Scrutiny Committees

Cllr Glynis Phillips

8 – Improving our Fire and Rescue Service

Cllr Glynis Phillips

9 – Oxford Congestion Charge Investment Plan

Luke Marion  
Bernadette Evans  
Richard Parnham  
Robin Tucker

12- Community cohesion action plan

Danny Yee  
Robin Tucker  
Cllr Susanna Pressel

14 – Updates to the Parking Standards for New Developments

Danny Yee

**53/26 APPOINTMENTS**

(Agenda Item. 6)

There were no appointments to report to this meeting.

**54/26 REPORTS FROM SCRUTINY COMMITTEES**

(Agenda Item. 7)

Cabinet received the following recommendations from the Performance and Corporate Services Overview and Scrutiny Committee and will respond in due course:-

- a) Devolution Update – Thames Valley Strategic Authority
- b) Community Asset Transfer and Community Leasing Policy

**55/26 IMPROVING OUR FIRE AND RESCUE SERVICE**

(Agenda Item. 8)

Cabinet had before it an interim report regarding the “Improving our Fire and Rescue Service” public consultation conducted from October 2025 to January 2026. The report focused on proposals to enhance emergency response effectiveness, including changes to fire station operations, fire engine availability, and workforce deployment, while reflecting on public and employee feedback and financial considerations to guide future decisions and investments in the service.

Councillor Neil Fawcett, Cabinet Member for Resources and Deputy Leader presented the report.

The Chief Fire Officer and Director of Community Safety referred to the significant level of public engagement in the consultation, which had received over 1,200 formal responses. The feedback demonstrated strong public concern regarding station closures, reductions in night-time cover and the removal of fire engines, alongside a preference for investment-led approaches to improving service performance.

Having carefully considered the consultation responses, Cabinet agreed to withdraw the proposals to close fire stations in Eynsham, Henley and Woodstock, and to withdraw the proposal to remove the second fire engine at Thame Fire Station. The proposal relating to North Oxfordshire Fire Station was paused for further consideration.

Cabinet also agreed to continue structured engagement with employees and their representatives on the proposal to introduce 12-hour day shifts and noted the financial implications of withdrawing certain proposals. Any investment-led options would be considered as part of the 2027/28 budget planning process.

Councillor Fawcett moved and Councillor Levy seconded the recommendations and they were approved.

**RESOLVED to:-**

- a) note the contents of this report**
- b) confirm:-**
  - i) support for the fire and rescue service to continue engagement with its employees with respect to the main proposal comprised of implementing 12-hour day shifts for full-time firefighters at five currently on-call fire stations.**
  - ii) support for the Fire and Rescue Service to continue engagement with its employees with respect to the proposal to remove the On Call fire engine from Rewley Road Fire Station.**

- iii) **agreement to revisit at a later date the north of Oxford fire station proposal once further details are known.**
  
- iv) **the withdrawal of the proposal to remove the second fire engine at Thame Fire Station whilst the Fire and Rescue Service continue discussions with colleagues around fire and rescue cover in this area.**
  
- v) **agreement to withdraw any station closures from the proposals to provide an opportunity for the service to explore further local and centralised firefighter recruitment.**
  
- vi) **recognition of the financial implications of recommendations iv and v (as set out in Annex 2) and agreement to consider the need for further investment for the Fire and Rescue Service in line with Options 5 - 7 as part of the budget planning for 2027/28.**
  
- vii) **approval of any other actions required to enable continued engagement and consideration of the revised policy approach.**

#### **56/26 OXFORD CONGESTION CHARGE INVESTMENT PLAN**

(Agenda Item. 9)

Cabinet had before it a report setting out the proposed investment plan for surplus income from Oxford's temporary congestion charge scheme, outlining recommended allocations and justifications for spending to support local transport policies.

Cabinet heard from external speakers on matters including the performance of the free park and ride scheme, bus usage, impacts on small businesses, monitoring arrangements, and proposals for express hospital bus services and enhanced active travel infrastructure.

Councillor Andrew Gant, Cabinet Member for Transport Management, presented the report.

Cabinet acknowledged the positive outcomes identified to date, including reduced congestion and improved bus reliability, but agreed that further stakeholder engagement and refinement of the proposals was required before formal approval.

**RESOLVED to defer consideration of this item to the meeting on 19 May 2026.**

#### **57/26 DEVOLUTION UPDATE - THAMES VALLEY STRATEGIC AUTHORITY**

(Agenda Item. 10)

Cabinet received a report which provided an update recent progress in devolution discussions for the Thames Valley, focusing on the evolving national policy context and governance options.

Councillor Liz Leffman, Leader of the Council, presented the report.

Cabinet noted the recent invitation to submit an expression of interest in becoming a foundation strategic authority, as a precursor to potential mayoral strategic authority status.

Cabinet noted that an expression of interest had been submitted by the government's deadline and that further progress remained subject to post-election clarification on governance and geographic arrangements for any future Thames Valley Authority.

Councillor Leffman moved and Councillor Higgins seconded the recommendations and they were approved.

**RESOLVED to:**

- a) note progress on devolution discussions across the Thames Valley between December 2025 and March 2026.**
- b) note the evolving national policy context and the emerging position on governance and the supplementary expression of interest (EOI) submitted on 20 March 2026.**
- c) agree the proposed next steps to continue constructive engagement with partner authorities and Government, while maintaining the Council's commitment to securing a Mayoral Strategic Authority (MSA) for the Thames Valley.**

**58/26 COST OF LIVING PROGRAMME 2026-29**

(Agenda Item. 11)

Cabinet received a report presenting the proposed structure and details of the Cost of Living Support Programme for Oxfordshire from 2026 to 2029. The report outlined the government's introduction of the three-year Crisis and Resilience Fund (CRF), replacing the previous Household Support Fund (HSF), and explained how the funding would be allocated and used to support residents facing financial hardship due to ongoing cost of living pressures. The report also reviewed the 2025/26 programme and incorporated findings from a resident consultation to inform future priorities.

Councillor Kate Gregory, Cabinet Member for Public Health and Inequalities, presented the report.

Cabinet noted reductions in government funding and the ending of free school meal vouchers during school holidays, with the final vouchers having been issued at Easter. Cabinet agreed alternative targeted support measures, including enhanced support through family hubs, early years services, resident support schemes, school-based interventions and the Holiday Activities and Food programme.

Councillor Gregory moved, and Councillor Gaul seconded the recommendations and they were approved.

**RESOLVED to:-**

- a) **agree the proposed structure of the cost of living support programme for 2026-29.**
- b) **delegate authority to the Director of Public Affairs, Policy & Partnerships in consultation with the Cabinet Member for Public Health and Inequalities to agree new areas of expenditure, and allocate funding from the Crisis and Resilience Fund during 2026-29.**

**59/26 COMMUNITY COHESION ACTION PLAN**

(Agenda Item. 12)

Cabinet had before it a report detailing Oxfordshire County Council's ongoing efforts to enhance community cohesion in response to a council motion and amid various social challenges. It outlined recent initiatives, contextual background, and future plans to foster stronger, more connected communities.

Councillor Kate Gregory, Cabinet Member for Public Health and Inequalities, presented the report.

The report referred to new government guidance and strategy documents on community cohesion, including the Common Ground framework and the Protecting What Matters action plan, which emphasise tackling misinformation, hate crime, and declining trust in institution

Cabinet noted the establishment of a cross-party advisory group, ongoing member workshops, and pilot "listening exchange" work in partnership with the University of Oxford. Members welcomed suggestions regarding the role of public realm and transport schemes in supporting community cohesion.

Councillor Gegory moved and Councillor Leffman seconded the recommendation, and it was approved.

**RESOLVED to note the progress being made by the Council to strengthen community cohesion across the county in response to the motion approved at Council on 9 December 2025.**

**60/26 COMMUNITY ASSET TRANSFER AND COMMUNITY LEASING**  
(Agenda Item. 13)

Cabinet had before it a report regarding two updated policies for transferring or leasing council-owned properties to community organisations to promote public benefit and community empowerment. These policies clarified processes, eligibility, and assessment criteria to better support local voluntary and community groups while safeguarding council interests.

Councillor Dan Levy, Cabinet Member for Finance, presented the report. He explained that the policy established a process for receiving and assessing applications from community groups, with working parties evaluating proposals against council priorities such as equality and public health. Ongoing monitoring would ensure that groups used assets as intended.

Councillor Levy moved and Councillor Hannaby seconded the recommendations and they were approved.

**RESOLVED to approve the Community Asset Transfer (Annex 1) and Community Leasing (Annex 2) Policies.**

**61/26 UPDATES TO THE PARKING STANDARDS FOR NEW DEVELOPMENTS**  
(Agenda Item. 14)

Cabinet received a report which detailed proposed updates to its 'Parking Standards for New Developments' to better align with the Local Transport and Connectivity Plan (LTCP) and recent national policy changes, aiming to reduce car dependency and promote sustainable travel in new developments.

Councillor Andrew Gant, Cabinet Member for Transport Management, presented the report. Councillor Gant pointed out that a revised version of the parking standards (annex 1 to the report) had been published in the addenda to the agenda. The updated parking standards aimed to reduce reliance on private cars and encourage sustainable transport, introducing a new 'car light' category and aligning cycle parking requirements with national guidance (LTN 120), while acknowledging local variations in cycling rates.

During discussion, Cabinet members highlighted the importance of the policy in supporting future housing growth, sustainable transport, and active travel, while noting the need for improved public transport services and enforcement by local planning authorities.

Councillor Gant moved and Councillor Leffman seconded the recommendations and they were approved.

**RESOLVED to adopt the proposed updates to the 'Parking Standards for New Developments' document as set out in annex 1 to the report.**

**62/26 REFRESH OF THE OUR PEOPLE & CULTURE STRATEGY 2026-2028**

(Agenda Item. 15)

Cabinet received a report on the refreshed Our People and Culture Strategy 2026–2028 which outlined Oxfordshire Council’s approach to supporting and developing its workforce amid organisational change, focusing on leadership, culture, and capability to deliver quality services. This refreshed strategy was built on previous plans and responded to current challenges including Local Government Reorganisation and financial pressures.

Councillor Neil Fawcett, Cabinet Member for Resources and Deputy Leader, presented the report. Councillor Fawcett explained that the refreshed strategy maintained the four pillars of attract, thrive, grow, and lead, with a renewed focus on leadership development, diversity and inclusion, learning and development, and workforce planning to support staff during a period of significant organisational change.

The strategy was designed to help staff navigate the challenges of local government reorganisation, ensuring they felt secure and supported as they transitioned to new roles or organisations, and emphasising the importance of clear communication and ongoing engagement.

Councillor Fawcett moved and Councillor Gregory seconded the recommendations and they were approved.

**RESOLVED to**

- a) **note the refreshed Our People and Culture Strategy 2026–2028 and its four priority areas for attracting, supporting, developing and equipping colleagues to deliver high-quality services for Oxfordshire.**
- b) **note that the full Strategy is provided as an accessible PDF, which sets out the detailed approach, supporting actions, and measures of success.**

**63/26 DELEGATED POWERS REPORT FOR JANUARY TO MARCH 2026**

(Agenda Item. 16)

There was no use of delegated powers during the period January to March 2026.

**64/26 FORWARD PLAN AND FUTURE BUSINESS**

(Agenda Item. 17)

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.**

**65/26 FOR INFORMATION ONLY: CABINET RESPONSES TO SCRUTINY ITEMS**

(Agenda Item. 18)

Cabinet noted the following responses to Scrutiny items:-

- Local Area SEND Partnership
- Attainment
- Education Other Than At School
- Fostering
- Business Management and Monitoring Report (Public Health focus)
- Parking permits
- Social Value

.....in the Chair

Date of signing .....

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**Divisions: ALL**

**CABINET – 19 MAY 2026**

**APPOINTMENTS 2026/27**

**Report by Director of Law & Governance and Monitoring Officer**

## **RECOMMENDATION**

The Cabinet is recommended to:

- i) **AGREE** the appointments to the bodies set out in the Annex to this report.

## **Introduction**

1. The report asks the Cabinet to consider Member appointments to a variety of bodies which in different ways support the discharge of the Council's executive functions. The report reflects the basis on which appointments to the respective bodies have been made in the past and, subject to any adjustments that may be considered appropriate, invites the Cabinet to agree arrangements for filling the Councillor places on those bodies.
2. Appointments to Outside Bodies are addressed in Paragraph 19 of Schedule 2 to the Local Authorities (Functions and Responsibilities) Regulations (England) 2000. Schedule 2 sets out the functions which may be (but need not be) the responsibility of an authority's executive. Paragraph 19 provides for:

“The appointment of any individual—

(a) to any office other than an office in which he is employed by the authority;

(b) to any body other than—

(i) the authority;

(ii) a joint committee of two or more authorities; or

(c) to any committee or sub-committee of such a body,

and the revocation of any such appointment.”

3. The Annex to this report only refers to those appointments which are the direct responsibility of Cabinet to make. There are other outside body appointments that are the responsibility of the of Full Council, its committees or local processes as appropriate. A further report is anticipated over the summer to amend this list as part of a wider update on outside body representation.

## **Joint Committees**

4. These are formal bodies set up to exercise statutory functions jointly with other

authorities. Members of joint committees exercising executive functions must be members of the Cabinet.

5. The current joint committees are listed in **Section 1** of the Annex to this report.<sup>1</sup>

### **Local Statutory Bodies**

6. The County Council is required to set up and run a number of local bodies in connection with certain statutory functions, typically with other organisations. County Council representation is not generally limited to Cabinet Members.
7. The current local statutory bodies are listed in **Section 2** of the Annex to this report.

### **Strategic Partnerships**

8. This category comprises Partnerships which the Cabinet has designated as 'strategic' and whose membership Cabinet has agreed should be linked to the role of Cabinet Member/s and not to individually named members.
9. Cabinet are asked to note that the Oxford Local Enterprise Partnership has now become Enterprise Oxfordshire. Further, Cabinet are asked to note that the Integrated Care Partnership no longer refers to the Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Partnership, but instead the newly-formed Thames Valley Integrated Care Partnership.
10. The current strategic partnerships are listed in **Section 3** of the Annex to this report.

### **Standing Advisory Bodies**

11. This category comprises bodies which have been set up on a permanent basis in connection with particular functions. They do not possess executive powers but provide a forum for discussion and liaison. County Council representation is not limited to Cabinet Members.
12. The current standing advisory bodies are listed in **Section 4** of the Annex to this report.

### **Informal Member/Officer Working Groups**

13. This is a diverse group of informal bodies set up from time to time to assist with the discharge of the responsibilities of the Cabinet. There is a wide variety of form and purpose, from purely internal management tools to inter-authority forums for overseeing issues of common interest. Members and officers share an equal status on these bodies, which are not subject to the access to information rules applying to formal committees and subcommittees; however, some are open to the public and may allow public address at their meetings.

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<sup>1</sup> Please note that the references to Cabinet Member roles in the Annex do not always correlate exactly with current Cabinet Member titles; the closest is nominated.

14. These bodies cannot exercise executive functions themselves but provide available forum for discussion of issues outside the formal decision-making processes. Where voting on such groups is permitted, this can only be on the basis of an indicative view and cannot in any way bind the body responsible for the ultimate decision.
15. Please note, that owing to the fact that appointments are made by political group leaders, and not by Cabinet, the Corporate Parenting Panel has been removed from this list.
16. The informal Member/officer working groups are listed in **Section 5** of the Annex to this report.

### **Strategic Outside Bodies**

17. The Cabinet is responsible for appointments to those outside bodies which it has identified as 'strategic' and which have been endorsed as such by the Council.
18. The strategic outside bodies are listed in **Section 6** of the Annex to this report.

### **Member Champions**

19. Cabinet may appoint Member Champions under Part 1.2 of the Constitution. The current Champions are listed in **Section 7**.

### **Financial Implications**

20. There are no direct financial implications for this report.

Comments checked by:  
Drew Hodgson  
Strategic Finance Business Partner  
[drew.hodgson@oxfordshire.gov.uk](mailto:drew.hodgson@oxfordshire.gov.uk)

### **Legal Implications**

21. Appointments to joint committees or working groups that exercise executive functions fall within the remit of the Cabinet.
22. Appointments or nominations to outside bodies are made pursuant to the Council's Constitution (Part 3.4 paragraph 1(e)) which gives Cabinet the authority to appoint to a list of external bodies agreed by Council.
23. There are no other specific legal implications directly arising from this report.

Comments checked by:  
Jay Akbar  
Head of Legal & Governance

CA

ANITA BRADLEY  
Director of Law & Governance and Monitoring Officer

Annex: Proposed appointments for 2026/27

Background papers: Nil

Contact Officer: Tom Hudson, Scrutiny Manager, [tom.hudson@oxfordshire.gov.uk](mailto:tom.hudson@oxfordshire.gov.uk)

May 2026

**Category A - 2026/27 Appointments**

**Section 1 – Joint Committees**

Organisation	Number of Reps	Required Status of Rep (if any)	Member	Named Substitute
Thames Valley Fire Control Service	2		Dan Levy	
			Neil Fawcett	
Traffic Penalty Tribunal - Outside London Adjudication Committee	1	Cabinet Member for Transport	Rebekah Fletcher	
Oxfordshire Leaders Joint Committee	1	Leader of the Council	Liz Leffman	Neil Fawcett
Thames Valley Collaboration Group	1		Judith Edwards	
Didcot Garden Town Board	1		Liz Leffman	

**Section 2 – Local Statutory Bodies**

Organisation	Number of Reps	Required Status of Rep (if any)	Member	Named Substitute
Adoption Panels	4		Roz Smith	
			Mark Lygo	

			James Robertshaw	
			Emma Markham	
<b>Fostering Panels</b>	2		Nick Cotter	
			Toyah Overton	
<b>Standing Advisory Council for Religious Education (SACRE)</b>	4		Roz Smith	
			Imade Edosomwan	
			Vacancy (OxAll)	
			James Barlow	

### Section 3 – Strategic Partnerships

Organisation	Number of Reps	Required Status of Rep (if any)	Member	Named Substitute
<b>Oxfordshire Inclusive Economy Partnership Board</b>	1	Leader of Council	Liz Leffman	Kate Gregory
<b>Health and Wellbeing Board</b>	4	Leader of Council, Cabinet Member for Adults , Public Health,	Liz Leffman	
			Tim Bearder	

		Children's and Young People	Sean Gaul	
			Kate Gregory	
<b>Children's Trust Board</b>	3	Cabinet Members for Children & Young People and Future Generations Champion	Sean Gaul Kate Gregory	
<b>Health Improvement Partnership Board</b>	1	Cabinet Member with responsibility for Public Health	Kate Gregory	
<b>Integrated Care Partnership</b>	2	Cabinet Member for Adults Leader of Council	Tim Bearder Liz Leffman	
<b>Oxford University Hospitals NHS Foundation Trust</b>	1	Cabinet Member for Adults	Tim Bearder	
<b>Oxford Health NHS Foundation Trust</b>	1	Cabinet Member for Public Health	Kate Gregory	
<b>Oxford Strategic Partnership</b>	1		Neil Fawcett	
<b>Oxfordshire Stronger Communities Alliance</b>	1	Cabinet Member with responsibility for local communities	Judith Edwards	
<b>Oxfordshire Environmental Partnership</b>	1	Cabinet Member for Place, Environment and Climate Action	Gareth Epps	
<b>Milestone Strategic Partnership Board</b>	1	Cabinet Member for Transport Management	Rebekah Fletcher	

<b>Rural Services Network</b>	1		Liz Leffman	Neil Fawcett
<b>South East Employers</b>	3		Neil Fawcett	
			Lesley McLean	
			Gareth Epps	
<b>Viridor Strategic Partnership Board</b>	1	Cabinet Member for Place, Environment and Climate Action	Gareth Epps	
<b>Resources and Waste Partnership</b>	1		Gareth Epps	
<b>South East Strategic Leaders</b>	1		Liz Leffman	

#### Section 4 – Standing Advisory Bodies

<b>Organisation</b>	<b>Number of Reps</b>	<b>Required Status of Rep (if any)</b>	<b>Member</b>	<b>Named Substitute</b>
<b>Oxfordshire Music Hub Board</b>	3		Dan Levy	
			Glynis Phillips	
			Vacancy (Ox All)	

<b>Schools Organisation Stakeholder Group</b>	5	Non-executive County Council Members and 1 observer with no voting rights - Cabinet Member with responsibility for Education	Andy Graham	
			Judith Edwards	
			John Shiri	
			Sean Gaul	
			James Plumb	

#### Section 5 - Informal Member/Officer Working Groups

Organisation	Number of Reps	Required Status of Rep (if any)	Members	Named Substitute
<b>West End Steering Group</b>	2	Leader of the Council and Cabinet Member for Planning	Liz Leffman	
			Gareth Epps	

#### Section 6 – Strategic Outside Body

Organisation	Number of Reps	Required Status of Rep (if any)	Member	Named Substitute
<b>County Councils Network (CNN)</b>	4	4 County Councillors - in the past this has been Leader/ Deputy Leader	Liz Leffman	
			Neil Fawcett	
			Dan Levy	

			Judy Roberts	
<b>Local Government Association (LGA)</b>			Liz Leffman (C.V)	Kate Gregory
			Dan Levy	
			Neil Fawcett	
			Gareth Epps	
<b>Oxfordshire Association of Local Councils</b>	1		Diana Lugova	
<b>Oxfordshire Care Partnership</b>	1		Tim Bearder	
<b>Oxfordshire Countryside Access Forum</b>	1		Mark Cherry	
<b>Community First Oxfordshire (formerly Oxfordshire Rural Community Council)</b>	1		Ian Middleton	
<b>England's Economic Heartland</b>	1		Liz Leffman	
<b>Cooperative Councils Innovation Network</b>	1		Laura Gordon	

## Section 7 – Member Champions

	Number of Reps	Required Status of Rep (if any)	Member	Named Substitute
<b>Active Travel &amp; Cycling Champion</b>	1		Emily Kerr	
<b>Public Transport Champion</b>	1		Chris Brant	
<b>Marmot</b>	1		Bethia Thomas	
<b>Youth Justice</b>	1		Izzy Creed	
<b>Future Generations Champion</b>	1			
<b>Water Resources Champions</b>	2		Andy Graham	
			Peter Stevens	
<b>Mental Health &amp; Wellbeing Champion</b>	1		Robin Jones	
<b>Military</b>	1	The Leader of the Council (or such other person as nominated) acts as Armed Forces Champion on behalf of the County, then each military base has a champion who acts as a point of contact	Liz Leffman	

Base champions

Bicester Garrison: Councillor Matt Webb

RAF Benson: Councillor Gavin McLauchlan  
RAF Brize Norton: Councillor Toyah Overton  
Abingdon Station: Councillor Tom Greenaway  
Vauxhall Barracks: Councillor Ian Snowdon  
Shrivenham: Councillor Bethia Thomas

## Divisions Affected – All

### CABINET 19 May 2026

#### Domestic Abuse – Safe Accommodation Provision Report of the People Overview & Scrutiny Committee

### RECOMMENDATION

1. The Cabinet is **RECOMMENDED** to —
  - a) Note the recommendations contained in the body of this report and to consider and determine its response to the People Overview and Scrutiny Committee, and
  - b) Agree that, once Cabinet has responded, relevant officers will continue to provide each meeting of the People Overview and Scrutiny Committee with a brief written update on progress made against actions committed to in response to the recommendations for 12 months, or until they are completed (if earlier).

### REQUIREMENT TO RESPOND

2. In accordance with section 9FE of the Local Government Act 2000, People Overview & Scrutiny Committee requires that, within two months of the consideration of this report, the Cabinet publish a response to this report and any recommendations.

### INTRODUCTION AND OVERVIEW

3. The People Overview and Scrutiny Committee considered a report on Domestic Abuse – Safe Accommodation Provision in Oxfordshire at its meeting on 19 March 2026. The report set out the Council’s statutory duties under the Domestic Abuse Act 2021, the operation of the Safe Accommodation Strategy, and the performance and pressures within the commissioned service.
4. The Committee would like to thank Cllr Kate Gregory, Cabinet Member for Public Health & Inequalities, Ansaf Azhar, Director of Public Health & Inequalities, and Seren Abel, Interim Head of Public Health Programmes & Public Health Principal (Domestic Abuse), for attending the Committee.

5. The Committee examined issues including capacity, referral pathways, move-on arrangements, partnership working, and outcomes for victim-survivors. Particular attention was given to how learning from post-accommodation experiences could be strengthened to inform future commissioning and service improvement.

## **SUMMARY**

6. The People Overview and Scrutiny Committee welcomed the report on Domestic Abuse – Safe Accommodation Provision in Oxfordshire and recognised the Council’s statutory responsibilities under the Domestic Abuse Act 2021 to assess need, commission safe accommodation, and maintain an effective local strategy. Members acknowledged the distinction between the overarching Oxfordshire Domestic Abuse Strategy and the more focused Safe Accommodation Strategy, which addresses accommodation-based support and associated recovery pathways.
7. The Committee welcomed the public-health-led approach adopted in Oxfordshire, noting the benefits of positioning domestic abuse work within a preventative framework linked to mental health, substance misuse, safeguarding and protective behaviours. Members recognised the breadth of the commissioned service, including refuge provision, places of safety, outreach, specialist advocacy roles and recovery support, and noted the complexity of need increasingly presented by victim-survivors accessing safe accommodation.
8. Discussion focused on system pressures within safe accommodation provision, including capacity constraints, length of stay, and delays in ‘move-on’ caused primarily by wider housing availability. Members explored how referrals were managed, including cases redirected to alternative or out-of-area provision where local accommodation was not appropriate or safe, and sought assurance that individuals were supported into suitable pathways rather than being left without support.
9. A key theme arising from the discussion was the limited visibility of longer-term outcomes for victim-survivors once they leave safe accommodation, particularly for those whose cases are redirected to other providers or areas. Members expressed concern that, while immediate safety and stabilisation are prioritised, there is less systematic understanding of ongoing wellbeing, unmet needs, and longer-term recovery after exit.
10. The Committee considered that improved learning from post-accommodation experiences would strengthen assurance, inform future commissioning decisions, and support the continued development of a sustainable and responsive domestic abuse system. It therefore makes one recommendation to that effect.

## **RECOMMENDATIONS**

11. During its consideration of the item, the Committee examined a range of systemic issues affecting the effectiveness and sustainability of safe accommodation provision, including service capacity, referral pathways, move-on arrangements, and partnership working across housing, health, policing and the voluntary and community sector. Members recognised the complexity of commissioning within the current housing and funding context and acknowledged that the commissioned provider delivers a comprehensive service within the scope of the existing contract.
12. In particular, the Committee explored the issue of outcomes for victim-survivors once they exit safe accommodation. Members noted that, while data and assurance mechanisms are strong in relation to access, throughput and immediate safety, longer-term outcomes after move-on are less consistently captured. This was seen as especially relevant for individuals whose cases are redirected to alternative or out-of-area provision, where routine follow-up and outcome monitoring are limited once responsibility transfers to another provider or system.
13. The Committee was keen that any additional activity in this area was proportionate, realistic, and developed collaboratively with the contractor, A2Dominion, taking account of provider capacity, contractual scope and existing operational pressures. Members did not seek to prescribe a specific model but agreed that exploring feasible options for improved long-term learning and feedback would support more informed future commissioning and service improvement, without undermining delivery of core statutory functions.

**Recommendation 1: That the Council will work with the commissioned domestic abuse service provider, A2Dominion, to explore options for systematic long-term follow-up with victim-survivors after they leave safe accommodation to understand ongoing wellbeing, identify unmet needs, and inform future commissioning and service improvements. This will be developed in consultation with the service provider and mindful of their capacity and contractual scope.**

## **FURTHER CONSIDERATION**

14. The Committee recognises domestic abuse as a significant and ongoing issue and records its continuing interest in this area. The Committee indicated that it would expect to consider safe accommodation provision and wider domestic abuse activity again in the future, including following completion of the needs assessment and through scrutiny of other elements of the Domestic Abuse Strategy.

## **LEGAL IMPLICATIONS**

15. Under Part 6.2 (13) (a) of the Constitution Scrutiny has the following power: 'Once a Scrutiny Committee has completed its deliberations on any matter a formal report may be prepared on behalf of the Committee and when agreed

by them the Proper Officer will normally refer it to the Cabinet for consideration.

16. Under Part 4.2 of the Constitution, the Cabinet Procedure Rules, s 2.3 (v) the Cabinet will consider any reports from Scrutiny Committees.

Anita Bradley

Director of Law and Governance and Monitoring Officer

Annex: Pro-forma Response Template

Background papers: None

Other Documents: None

Contact Officer: Ben Piper  
Senior Democratic & Scrutiny Services Officer  
[ben.piper@oxfordshire.gov.uk](mailto:ben.piper@oxfordshire.gov.uk)

May 2026

## Overview & Scrutiny Recommendation Response Pro forma

*Under section 9FE of the Local Government Act 2000, Overview and Scrutiny Committees must require the Cabinet or local authority to respond to a report or recommendations made thereto by an Overview and Scrutiny Committee. Such a response must be provided within two months from the date on which it is requested<sup>1</sup> and, if the report or recommendations in questions were published, the response also must be so.*

*This template provides a structure which respondents are encouraged to use. However, respondents are welcome to depart from the suggested structure provided the same information is included in a response. The usual way to publish a response is to include it in the agenda of a meeting of the body to which the report or recommendations were addressed.*

**Issue:** Oxfordshire Unpaid Carer Strategy  
**Lead Cabinet Member(s):** Cllr Kate Gregory, Cabinet Member for Public Health & Inequalities  
**Date response requested:<sup>2</sup>** 19 May 2026

**Response to report:**

*Enter optional text here*

**Response to recommendations:**

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
That the Council will work with the commissioned domestic abuse service provider, A2Dominion, to explore options for systematic long-term follow-up with victim-survivors after they leave safe accommodation		

<sup>1</sup> Date of the meeting at which report/recommendations were received

<sup>2</sup> Date of the meeting at which report/recommendations were received

## Overview & Scrutiny Recommendation Response Pro forma

<p>to understand ongoing wellbeing, identify unmet needs, and inform future commissioning and service improvements. This will be developed in consultation with the service provider and mindful of their capacity and contractual scope.</p>		
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## **CABINET 19 MAY 2026**

### **Oxford congestion charge investment plan**

#### **Report by Director of Environment and Highways**

#### **RECOMMENDATION**

- 1. Following Cabinet's 21 April 2026 deferral, and request to consider revised recommendations in relation to the Congestion Charge Investment Plan, Cabinet is RECOMMENDED to:**
  - a) approve the congestion charge investment plan, as detailed at Annex 1 and outlined in paragraph 20, including a £3 combined parking and bus ticket to replace the current free park and ride offer as soon as practically possible after 1 June 2026
  - b) approve the amendments to the council's Fees and Charges for 2026/27 as shown in Annex 2
  - c) delegate authority to the Cabinet Member for Transport Management for:
    - i. the allocation of any remaining unallocated surplus
    - ii. the apportionment of the funds for "Active travel and additional public transport schemes" (Table 1) to specific projects, including but not limited to the list of such schemes in Annex 1

#### **Executive Summary**

2. This report sets out the proposed investment plan for surplus congestion charge income and explains why the Director for Environment and Highways referred the investment plan to cabinet rather than using delegated powers cabinet authorised in September 2025 when approving the scheme.
3. The reason for referral back to cabinet is a higher-than-expected available surplus along with the scale and range of options now available.
4. Cabinet considered officer recommendations for the congestion charge investment plan on 21 April 2026 and asked officers to consider amended proposals. This report describes the costs, impacts and implementation processes and timescales for these amended proposals.
5. Officers' recommendations for the use of surplus income are set out at Annex 1.

## Background

6. Cabinet approved the temporary congestion charge on 10 September 2025 in response to congestion impacts associated with the Botley Road closure. At that time, Cabinet resolved to delegate approval of future surplus investment, subject to consultation with senior officers and relevant Cabinet Members.
7. The charge came into operation on 29 October 2025 and is expected to operate until the reopening of Botley Road, currently anticipated by 31 August 2026.
8. The surplus from the congestion charge was initially estimated at £3.2m over a ten-month period. Updated forecasts based on operational data now indicate a potential surplus of approximately £5.2m over the same period, although this remains subject to change as further data becomes available. This forecast is derived from income from daily charge payments and penalty charges, minus operating costs.
9. Cabinet considered officer recommendations for the congestion charge investment plan on 21 April 2026 and asked officers to consider amended proposals which now form part of this report's recommendations.

## Corporate Policies and Priorities

10. By law, any surplus generated by a congestion charging scheme may only be spent for the purpose of directly or indirectly facilitating the achievement of the authority's local transport policies.
11. In Oxfordshire, the relevant policies are set out in the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP). All proposed investments must therefore demonstrably support the policy objectives outlined in these documents.

## Financial implications

### *Income forecast and investment plan development*

12. The total surplus income is currently forecast (subject to uncertainties) to be approximately £5.2m to 31 August 2026. With £1.4m having been spent or committed to the free park and ride offer from 29 October 2025 to 31 May 2026 through previous decision-making, this leaves a **forecast unallocated surplus of £3.8m**.
13. Officers have considered several different potential investment initiatives and different combinations of those investments and recommend a package of investment as outlined at Table 1 and at Annex 1.
14. The recommended package takes into account:
  - Cabinet's 21 April 2026 deferral

- transport benefits, including impacts on city centre visitor numbers
- the requirement for all expenditure to comply with the Transport Act 2000 requirements
- ongoing monitoring of the temporary congestion charge
- the 2025 Citizens' Assembly's transport recommendations
- the consultation on the temporary congestion charge
- equality and inclusion impacts
- climate impacts
- the balance between immediate and longer-term benefits

### *Park and ride*

15. At its April 2026 meeting, Cabinet asked officers to consider a £3 combined ticket covering 16 hours parking and return bus travel for up to five people, in lieu of the current offer of £2.50 for 16 hours parking plus free return bus travel for up to two adults and three children. The following steps are required to implement the £3 combined ticket:

County council cabinet decision (for investment plan and updated fees and charges)	19 May
City council cabinet or full council decision (for updated fees & charges)	Mid-July
Ticket machine, signage and parking app changes	Mid-June to Mid-August
<b>Launch new pricing</b>	<b>Mid-August</b> (see para 16)

16. If this report's recommendations are approved, officers will work with Oxford City Council to prepare for the new £3 combined ticket as soon as possible after 1 June 2026. Due to reporting lead times, city council officers have advised that the earliest the required decision on updated fees and charges is likely to be made is mid-July.
17. In addition, there is an 8-10 week lead time for ticket machine, signage and parking app changes, so to meet the target date of mid-August preparations would need to start at risk before the city council decision, which if not approved may lead to some abortive costs (expected to be under £10,000).
18. It should be noted that this would change the current P&R offer just a few weeks before the introduction of the traffic filter trial which is anticipated to launch shortly after Botley road is reopened at the end August.
19. Officers recommend the £3 combined ticket remains in place until 31 March 2027. Pricing from 1 April 2027 will be set through the city and county councils' 2027/28 budgets.

*Recommended investment plan*

20. The recommended investment plan and supporting rationale are at Annex 1, and is summarised in Table 1 below.

**Table 1** – recommended investment plan

<b>Item</b>	<b>Duration</b>	<b>Allocation (£'000)</b>
<b>Part one – core park and ride offers</b>		
Free P&R return bus offer	2.5 months from 1 June to 15 August 2026	548
£3 combined parking and bus ticket offer	7.5 months from 16 August to 31 March 2027, subject to July Oxford City Council decision	1437
<b>Part two – other measures</b>		
Free 16hrs weekday P&R parking at relevant P&R sites for: <ul style="list-style-type: none"> <li>• NHS employees (all year)</li> <li>• state and private school employees (term-time only)</li> </ul> whose main work base is in Oxford  <i>Subject to further discussion with NHS trusts, schools and Oxford City Council</i>	To be confirmed with NHS, schools and Oxford City Council	120
Free or discounted bus travel on relevant bus routes for: <ul style="list-style-type: none"> <li>• NHS employees (all year)</li> <li>• state and private school employees (term-time only)</li> </ul> whose main work base is in Oxford  <i>Subject to further discussion with NHS trusts, schools and bus operators</i>	To be confirmed with NHS, schools and bus operators	720
Hospital express P&R services	12 months	1000

Item	Duration	Allocation (£'000)
Active travel and additional public transport schemes (listed in Annex 1)	Not applicable	700
Free bus travel for "Connect to Work" programme participants 2026/7	Six months per participant, 2026/7	100
<b>Total</b>		<b>4625</b>

21. The allocations (£4.6m) exceed the forecast congestion charge surplus (£3.8m) by £0.8m.
22. Forecasts indicate sufficient funding will be available to cover this shortfall from surplus generated by the traffic filter trial due to start in September 2026.
23. Cost estimates are based on initial work only and are subject to uncertainties. Income estimates are considered robust, but remain forecasts based on assumptions about charge and penalty charge income. If unforeseen factors increase costs or reduce the available surplus, the investment plan can be scaled down accordingly. This could include reducing the length of time the NHS and school offers are in place, and/or reducing the spending on active travel schemes.

Comments checked by:

Filipp Skiffins, Finance Business Partner, filipp.skiffins@oxfordshire.gov.uk

## Other options considered but not recommended

24. Significant universal city or countywide fare reductions were considered instead of the park and ride offers, but are not feasible due to the very high costs. For example:
  - Countywide £2 fare cap - £9m/year
  - Countywide £2.50 fare cap - £5.75m/year
  - £1 single fare cap within Oxford SmartZone - £15.5m/year
25. Much smaller universal fare discounts could be offered within the available budget, but are considered unlikely to significantly increase bus use.

## Legal Implications

26. Schedule 12 of the Transport Act 2000 requires that any surplus generated by a road user charging scheme may only be spent for the purpose of directly or indirectly facilitating the achievement of the authority's local transport policies. All

spending proposals in this report comply with this requirement. Officers will continue to apply this test to all spending as specific projects are developed.

27. The investment plan has been considered against the Subsidy Control Act 2022 and it has been concluded that there are no deemed subsidies.

Jennifer Crouch, Principal Solicitor (Regulatory)  
jennifer.crouch@oxfordshire.gov.uk

## **Staff Implications**

28. Implementation of the schemes in the investment plan can be accommodated within existing staffing levels.

## **Equality & Inclusion Implications**

29. The congestion charge (and the traffic filters scheme on which the congestion charge is based) has been designed over a number of years to be equitable and inclusive, and the same is true of the recommended investment plan.
30. An equality impact assessment (EIA) is at Annex 3, which confirms slight positive or neutral impacts for the recommended investment plan across all protected characteristics. The assessment is based on the previous EIA for the April 2026 cabinet report on the congestion charge investment plan and has been updated to include the £3 combined ticket now recommended. Since this report's recommendations include a period of continued free park and ride before the £3 offer starts, the previous EIA is also provided within Annex 3. The conclusions of both assessments are similar.

## **Sustainability Implications**

31. As required by legislation, the investment plan supports the achievement of the council's transport policies, primarily the Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan. These policies have sustainability objectives at their core.
32. A climate impact assessment (CIA) is at Annex 4 which confirms positive impacts in across all themes except buildings (neutral impact). The assessment is based on the previous CIA for the April 2026 cabinet report on the congestion charge investment plan and has been updated to include the £3 combined ticket now recommended. Since this report's recommendations include a period of continued free park and ride before the £3 offer starts, the previous CIA is also provided within Annex 4. The conclusions of both assessments are similar.

## **Risk Management**

33. At the programme level, the key risk is that insufficient funds are available to deliver the investment plan. This would mean removing or re-scoping schemes, either in terms of the benefits offered or (where applicable) duration. Officers have mitigated this risk as follows:
- Income forecasts have been cautiously prepared with realistic allowances for operating costs and a reducing income over time in line with reducing penalty charge notice numbers, based on other similar schemes
  - Contributions from NHS trusts to the schemes benefiting NHS staff are unconfirmed and have been excluded entirely, meaning those costs represent a 'worst case'
  - Proposals are mostly scalable to fit the available budget
34. Risks will be managed at the scheme level for each scheme in the investment plan, in line with the council's standard practice for transport schemes.

## Consultations

35. The recommended investment plan has been informed by:
- The Citizens' Panel on Transport (2025)
  - Consultation on the temporary congestion charge (2025)
  - Discussions with affected stakeholders (ongoing)
36. Consultation with relevant stakeholders will continue during the design and implementation phase. Statutory consultations will be required for some elements of the plan.

Paul Fermer  
Director for Environment and Highways

Annexes:                      Annex 1 – investment plan details and rationale  
                                      Annex 2 – amendment to 2026/27 Fees and Charges  
                                      Annex 3 – equality impact assessment  
                                      Annex 4 – climate impact assessment

Background papers:        Nil

Contact Officers:            Joanne Fellows  
                                      Place Planning Manager (Central), Place Planning

                                      Aron Wisdom  
                                      Programme Lead (Central), Infrastructure Delivery

May 2026

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## Recommended investment plan details and rationale

### PART ONE – CORE PARK AND RIDE OFFERS

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#### Free P&R return bus/discounted park and ride (P&R) return bus offer

**Scheme description:** Continuation of free return bus travel for users of Oxford's park and ride sites who present a valid parking ticket, followed by a discounted £3 combined ticket (parking for one car plus return bus travel for up to five people). Transition to £3 combined ticket as soon as possible

**Rationale:** Park and ride is available to nearly all drivers entering Oxford from outside the city, meaning there is strong potential for mode shift. Monitoring data shows strong growth in park and ride usage and non-park and ride bus usage since the congestion charge was introduced, helping to reduce traffic entering the city while supporting the city centre economy. The scheme can be implemented quickly, uses existing (under-used) assets and aligns with consultation feedback and Citizens' Assembly recommendations.

### PART TWO – OTHER MEASURES

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#### NHS & schools P&R parking

*Subject to further discussion with NHS trusts, schools and Oxford City Council*

**Scheme description:** Free 16hrs weekday P&R parking at relevant P&R sites for:

- NHS employees (all year)
- state and private school employees (term-time only)

whose main work base is in Oxford

**Rationale:** NHS and school staff represent a substantial proportion of peak-time commuting traffic and often have limited flexibility in working hours and location. On-site parking at hospitals and schools is typically free or low-cost, reducing incentives to change behaviour. This measure ensures park and ride is no more expensive than existing parking options, directly targeting peak-time congestion while supporting essential public services.

NHS and education workplaces account for approximately 42% of workplace parking spaces inside the Oxford ring road, indicating the scale of peak-time travel to these sectors.

### **NHS & schools bus travel**

*Subject to further discussion with NHS trusts, schools and bus operators*

**Scheme description:** Free or discounted bus travel on relevant bus routes for:

- NHS employees (all year)
- state and private school employees (term-time only)

whose main work base is in Oxford

**Rationale:** This scheme provides an offer for staff for whom park and ride is not relevant or suitable. It complements the free park and ride parking offer and targets the same peak-time commuting trips that contribute most to congestion.

NHS and education workplaces account for approximately 42% of workplace parking spaces inside the Oxford ring road, indicating the scale of peak-time travel to these sectors.

### **Hospital express park and ride services**

**Scheme description:** Enhanced and potentially limited-stop bus services linking park and ride sites directly with major hospital destinations in Headington.

**Rationale:** Hospital commuting is a significant contributor to congestion on Oxford's radial routes. Faster, more direct services improve the attractiveness of park and ride for hospital staff and visitors, providing a realistic alternative to driving all the way to hospital sites.

NHS and education workplaces account for approximately 42% of workplace parking spaces inside the Oxford ring road, indicating the scale of peak-time travel to these sectors.

### Active travel & additional public transport schemes

#### Scheme description:

Feasibility assessments and (where appropriate) costed proposals including:

- (i) Funding or part-funding designs to improve pedestrian safety at the Abingdon Road/Weirs Lane junction, the Banbury Road/Marston Ferry Road junction and the junctions of London Place with Morrell Avenue/St Clements and Marston Road/Headington Hill
- (ii) Funding or part-funding the provision of secure cycle storage at some Park & Ride sites, employment sites, railway stations, on street and/or schools
- (iii) Funding or part-funding side road entry treatments on London Road, Cowley Road and/or other radial routes
- (iv) Funding a limited trial of subsidised bus season tickets for residents in Kidlington, Wheatley and/or other communities
- (v) Funding or part-funding improved active travel infrastructure to deal with 'missing links' in the active travel network as already identified in LCWIPs or the Strategic Active Travel Network
- (vi) Funding or part-funding additional on-street parking for hire bikes and e scooters and/or bike hangars
- (vii) Funding or part-funding design work for a direct bus link from North Way to the Headington hospital sites.

**Rationale:** While large schemes are costly and slower to deliver, smaller interventions can provide targeted safety and accessibility benefits and reinforce the benefits of reduced traffic levels resulting from the congestion charge.

## **Free bus travel for Connect to Work programme participants**

**Scheme description:** Up to six months of free bus travel for participants in the Connect to Work programme.

**Rationale:** The cost of travel can be a barrier to entering employment or training. This targeted measure supports inclusion and access to work and indirectly facilitates the achievement of local transport policies.

## Amendment to 2026/27 Fees and Charges

Change	Service Area	Charge	Unit	VAT Class	Proposed Charge exc VAT 2026/27	Proposed Charge inc VAT 2026/27	Proposed date effective from
None	Park and Ride	Park and Ride Car Park charges - Thornhill & Water Eaton only	1-16 hours	SR	£2.08	£2.50	01/04/2026
<b>SUSPEND UNTIL 31/03/27</b>	Park and Ride	Combined Park & Bus Ticket	One car, one passenger	SR	£3.33	£4.00	01/04/2026
<b>SUSPEND UNTIL 31/03/27</b>	Park and Ride	Combined Park & Bus Ticket	One car + 2 adults and up to 3 children	SR	£4.17	£5.00	01/04/2026
<b>ADD UNTIL 31/03/27</b>	Park and Ride	Combined Park & Bus Ticket	One car + up to five passengers	SR	£2.50	£3.00	ASAP after 1 June 2026

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## **Contents**

1. May 2026 equality impact assessment, focused on the £3 combined joint park and ride offer
2. April 2026 equality impact assessment, focused on the free parking and ride bus offer



**Oxfordshire County Council**

**Equalities Impact Assessment**

Oxford Congestion Charge Investment Plan

5 May 2026

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## Section 1: Summary details

<b>Directorate and Service Area</b>	
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	<p>Oxford Congestion Charge Investment Plan – proposed investment of surplus congestion charge income into Park and Ride, bus, active travel and related supporting measures.</p> <p>It is acknowledged that the current version of the Investment Plan does not specify detailed schemes in all instances. Consequently, the assessment reflects the high-level detail provided. In addition, further scheme-specific assessments should be undertaken as the programme develops and individual measures are defined.</p>
<b>Is this a new or existing function or policy?</b>	<p>An updated investment plan linked to the congestion charge, within an existing wider policy context of congestion reduction and support for sustainable travel in Oxford.</p>
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The plan would use surplus congestion charge income to support a package of measures intended to reduce reliance on private car travel and improve access to Oxford by bus, Park and Ride and active travel. The package includes a recommended option for the Part 1 Park and Ride offer and a wider set of Part 2 measures covering staff travel support, hospital access, active travel and access to employment. Overall, the assessment indicates positive equalities impacts, particularly through supporting public transport use and active travel options, although the scale of impact will depend on uptake and detailed delivery.</p>
<b>Completed By</b>	Steer
<b>Authorised By</b>	OCC

<b>Date of Assessment</b>	29 April 2026
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## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>OCC has commissioned an EqIA and CIA to support the Cabinet decision on the Oxford Congestion Charge Investment Plan. The assessments cover both the recommended schemes and the alternative options within the investment plan, and consider both individual and cumulative impacts. The plan is structured in two parts, with Part 1 focused on the Park and Ride offer and Part 2 covering supporting measures, including staff travel support, hospital access, active travel and access to employment.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Oxford Congestion Charge Investment Plan would use surplus congestion charge income to fund a package of transport interventions intended to reduce car trips into Oxford and support lower-carbon travel. and the recommended Part 1 option relates to the Park and Ride fare offer.</p> <p><b>The recommended option is a discounted £3 combined parking and bus fare product by 1 June 2026 (or as soon as practically possible thereafter).</b></p> <p>The package includes four main types of intervention. Fare-based and access measures include the proposed free Park and Ride return bus offer, free weekday Park and Ride parking for NHS and school staff, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants. Service provision and network enhancements comprise the proposed hospital express Park and Ride services. Active travel and enabling infrastructure would fund small-scale measures such as cycle parking and minor infrastructure upgrades. A reserve is also included to manage income risk and provide flexibility to extend or rescope measures if required.</p>
<p><b>Evidence / Intelligence</b></p>	<p>The assessment is informed by discussion with Oxfordshire County Council officers during development of the Oxford Congestion Charge Investment Plan, including consideration of the different package options and the measures considered most appropriate for inclusion. This has included review of the proposed Park and Ride offer,</p>

## ANNEX 3

<p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our equality commitments.</p>	<p>targeted staff travel support, hospital express Park and Ride services, active travel infrastructure, free bus travel for Connect to Work participants, and the alternative Part 1 options and reinvestment approach set out in the plan.</p> <p>At this stage, the EIA is therefore based primarily on the design and intended purpose of the proposed measures, and on officer input regarding how the package has been developed and refined. The assessment remains qualitative and proportionate to the current stage of development, recognising that some delivery details remain to be confirmed and that further scheme-specific assessment may be required as the programme progresses.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The principal alternatives that have been considered relate to Part 1 of the investment plan, where four alternatives to the recommended free Park and Ride return bus offer have been identified. These options would generate different levels of savings, which could be reinvested in active travel, public transport infrastructure and additional fare discounts. A do-nothing approach would mean that surplus congestion charge income is not used to strengthen sustainable travel alternatives and would therefore not support the purpose of the investment plan. These options are discussed in the 7 April EqlA on the Oxford Congestion Charge Investment Plan<sup>1</sup> (Annex 4 of the 21 April Oxford Congestion Charge Investment Plan Report by Director for Environment and Highways<sup>2</sup>)</p>

<sup>1</sup> <https://mycouncil.oxfordshire.gov.uk/documents/s81456/CC%20Investment%20plan%20Annex%204%20-%20EqlA.pdf>

<sup>2</sup> <https://mycouncil.oxfordshire.gov.uk/documents/s81553/CA210426R9%20FINAL%20Cabinet%20report%20CC%20investment%20plan%20April%202026.pdf>

## Section 3: Impact Assessment

### Overview

This section presents a summary review of the Investment Plan on a 'package' basis – for assessments of each proposed scheme, please see Appendix A. The classification of impacts used for the assessment is outlined in Table 1.

Table 1: Impact scoring framework

Score	Impact
-3	Large adverse
-2	Moderate adverse
-1	Slight adverse
0	Neutral – no significant benefits or disbenefits
1	Slight beneficial
2	Moderate beneficial
3	Large beneficial

**Summary Review - Protected Characteristics, Additional Community Impacts, Additional Wider Impacts**

	<b>Part 1 – a discounted £3 combined parking and bus fare product</b>	<b>Part 2 - Public Transport Service Provision and Network Enhancements</b>	<b>Part 2 - Active Travel and Enabling Infrastructure</b>	<b>Part 2 Fare-Based and Access Measures</b>	<b>Comment</b>	<b>Actions or mitigations, action owner and timescales and monitoring</b>
<b>Age</b>	1	1	2	1	Part 1 presents a slight positive impact in comparison to the original P&R fare charging structure.	See Table 9, Appendix A
<b>Disability</b>	1	1	2	1	Part 1 Option B may present a negative adverse impact for older or younger lone car drivers in comparison to the original P&R fare charging structure.	See Table 9, Appendix A
<b>Gender Reassignment</b>	0	0	0	0		
<b>Marriage &amp; Civil Partnership</b>	0	0	0	0		
<b>Pregnancy and Maternity</b>	1	1	1	1		
<b>Race</b>	1	0	1	0		

	<b>Part 1 – a discounted £3 combined parking and bus fare product</b>	<b>Part 2 - Public Transport Service Provision and Network Enhancements</b>	<b>Part 2 - Active Travel and Enabling Infrastructure</b>	<b>Part 2 Fare-Based and Access Measures</b>	<b>Comment</b>	<b>Actions or mitigations, action owner and timescales and monitoring</b>
<b>Sex</b>	1	1	1	1		
<b>Sexual Orientation</b>	0	0	0	0		
<b>Religion or Belief</b>	0	0	0	0		
<b>Rural communities</b>	1	1	1	1	Part 1 Option B may present a negative adverse impact for older or younger lone car drivers in comparison to the original P&R fare charging structure.	See Table 9, Appendix A
<b>Armed Forces</b>	0	0	0	0		
<b>Carers</b>	1	0	1	1	Part 1 Option B may present a negative adverse impact for older or younger lone car drivers in comparison to the original P&R fare charging structure.  Though some carers may benefit from reduced journey times, or less complex journeys, some bus priority	See Table 9, Appendix A

	<b>Part 1 – a discounted £3 combined parking and bus fare product</b>	<b>Part 2 - Public Transport Service Provision and Network Enhancements</b>	<b>Part 2 - Active Travel and Enabling Infrastructure</b>	<b>Part 2 Fare-Based and Access Measures</b>	<b>Comment</b>	<b>Actions or mitigations, action owner and timescales and monitoring</b>
					measures may increase congestion and journey times for some car users, particularly where alternative capacity is limited.	
<b>Areas of deprivation</b>	1	1	1	1		
<b>Refugees, Asylum seekers and Undocumented migrants (i.e. vulnerable migrants)</b>	0	0	1	0		
<b>Socio-Economic Duty</b>	1	1	1	1		
<b>Staff</b>	0	0	0	0		
<b>Other Council Services</b>	0	0	0	1		
<b>Providers</b>	0	0	0	0		

	<b>Part 1 – a discounted £3 combined parking and bus fare product</b>	<b>Part 2 - Public Transport Service Provision and Network Enhancements</b>	<b>Part 2 - Active Travel and Enabling Infrastructure</b>	<b>Part 2 Fare-Based and Access Measures</b>	<b>Comment</b>	<b>Actions or mitigations, action owner and timescales and monitoring</b>
<b>Social Value <sup>3</sup></b>	2	2	2	2	Improved transport provision is expected to generate positive social value by enhancing access to employment, education, and essential services, particularly for underserved communities. It may also support wider economic inclusion, community wellbeing, and opportunities for local businesses and social enterprises. It is assumed all positive impacts will generate social value.	

<sup>3</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

**Section 4: Review**

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

<b>Review Date</b>	
<b>Person Responsible for Review</b>	
<b>Authorised By</b>	

## Appendix A – Assessment

### Investment Plan - Part One: Overview

Part One of the recommended Investment Plan, as outlined in the 21 April Cabinet report, recommends a discounted £3 combined parking and bus fare product (Option B in annex 3) by 1 June 2026 (or as soon as practically possible thereafter) as the preferred option for Part 1 of the Investment Plan.

#### Part 1: £3 combined parking and bus fare product

Table 2: Option A: Free P&R return bus offer

Scheme Description	User Impact	Impact Overview
Discounted £3 combined parking and bus fare product (Option B in annex 3) by 1 June 2026 (or as soon as practically possible thereafter)	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and Maternity</li> <li>• Race</li> <li>• Sex</li> <li>• Rural Communities</li> <li>• Areas of Deprivation</li> <li>• Carers</li> </ul>	Provides a £1.50 discount on parking in comparison to the current £4.50 adult return fare for the Park & Ride, helping to reduce travel costs and improve access to Oxford city centre for users.

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#### Assessment

**Age:** There may be a disproportionately positive impact for older adults (45+) as they are more car-dependent than other age groups, with 62% of 45–59-year-olds in Oxfordshire using a car to travel to work (2011 Census). A discounted park & Ride offers a slightly more affordable alternative to using a car for the entire journey; improving access to Oxford city centre whilst reducing car trips.

There may also be a disproportionately positive impact for younger people (16–24) are more likely to walk or cycle (38% in Oxford, 2011 Census). Younger people may benefit from the indirect impact of fewer numbers of private vehicles which could improve the experience and/or perception of active travel.

**Disability:** Approximately 15% of Oxford study area residents report a long-term health problem or disability (2021 Census, Oxford). People with mobility difficulties nationally have slightly higher car usage (62% disabled vs 60% non-disabled) and lower walking/cycling rates (24% disabled vs 31% non-disabled) (National Travel Survey, 2022, England). A discounted Park & Ride product can offer an accessible alternative for those who are less able to walk or cycle for some or all of their journeys. In addition, disabled people with impairments that make longer

journeys less comfortable may experience more comfortable travel due to reduced congestion, as the scheme encourages alternatives to private vehicle use.

**Pregnancy and Maternity:** A discounted Park & Ride may provide more flexible, and cost-free travel for pregnant women, Women nationally are more likely to use public transport (22% women vs 15% for men). In addition, this may also provide a more flexible option for parents travelling with infants, supporting access to work and services.

**Race / Ethnicity:** National data shows ethnic minorities are slightly more likely to walk or cycle (36% ethnic minority groups vs 32% non ethnic minority groups) and slightly less likely to use a car (59% ethnic minority groups vs 63% non-ethnic minority) (National Travel Survey, 2022). Ethnic minority groups may benefit from the indirect impact of fewer numbers of private vehicles which could improve the experience and/or perception of active travel.

**Sex:** Women nationally are more likely to use public transport (22% vs 15% for men) (National Travel Survey, 2022, England) and women tend to make more complex trips involving caregiving or shopping. Therefore, A discounted Park & Ride product may support more convenient, lower-cost travel that reduces reliance on private car usage.

**Rural Communities:** One-third of Oxfordshire's population live in rural areas (DEFRA, 2021) where car dependence is higher. The scheme is likely to have a disproportionately positive impact by providing rural residents with affordable access to Oxford city centre and helping reduce overall car trips.

**Carer:** Oxfordshire has 61,100 unpaid carers, with 17,400 providing 20+ hours/week (Census 2011, Oxfordshire). Carers often face complex travel needs while balancing work and caring responsibilities. The scheme is likely to have a disproportionately positive impact by easing travel burdens by providing a lower cost form of travel, which may enable greater participation in employment, education, and social activities.

**Socio Economic Duty:** A discounted Park & Ride scheme is likely to have a disproportionately positive impact on residents experiencing socio-economic disadvantage. Though households in deprived areas often have lower car ownership (ONS, 2021, Oxford), a discounted Park & Ride can reduce travel costs for more deprived households with car ownership, which may improve access to employment, education, and essential services.

## Investment Plan - Part Two Overview:

Part Two includes four primary categories of intervention:

- **Public Transport Service Provision and Network Enhancements:** including proposed improvements to public transport services
- **Active Travel and Enabling Infrastructure:** This entails funding for small-scale initiatives, including cycle parking and minor infrastructure improvements.
- **Fare-Based and Access Measures:** This includes the proposed free Park and Ride return bus offer, complimentary weekday Park and Ride parking for NHS and school staff, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants.
- **Contingency Reserve:** A reserve is incorporated to manage income risks and provide flexibility to extend or rescope measures, if required (not assessed)

### Public Transport Service Provision and Network Enhancements

Table 3: Bus priority / infrastructure measures (2a)

Scheme Description	User Impact	Impact Overview
For example, Bus lanes; bus gates; signal priority; P&R site infrastructure	<ul style="list-style-type: none"> <li>• Disability</li> <li>• Age</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Rural Communities</li> <li>• Carers</li> </ul>	<ul style="list-style-type: none"> <li>• Improved public transport infrastructure leading to journey time benefits and more comfortable journeys</li> </ul>

#### Assessment

**Disability, Age, and Pregnancy and Maternity:** Approximately 15% of Oxford residents report a long-term health problem or disability (2021 Census). Potential positive impacts of bus priority and infrastructure improvements include faster and more reliable journeys, improved Park & Ride infrastructure such as accessible boarding points, and signal priority. These measures are expected to increase the feasibility,

affordability, and comfort of using public transport, particularly for disabled people with physical, mental, or sensory impairments, older adults with age-related mobility limitations, and pregnant people who find longer journeys less comfortable.

**Sex:** Women may benefit from improvements to bus infrastructure, due to gendered differences in travel behaviour. On average, in Oxford, females use public transport to travel to work more than males, at 22 per cent vs 15 per cent (2011 Census). In addition, women are more likely to undertake ‘trip-chained’ journeys - linking multiple purposes such as escorting children, shopping and commuting<sup>4</sup>. As these journeys are more complex and time-constrained, improvements to bus routes, such as express services may disproportionately benefit women compared to men.

**Rural Communities:** Rural residents, who make up 33% of Oxfordshire’s population (DEFRA, 2021), may experience positive impacts if bus priority measures and P&R enhancements improve connectivity to Oxford city. Faster and more reliable journeys can make public transport a viable alternative to private car usage, particularly where existing public transport options are limited.

**Carers:** Unpaid carers often travel with dependents or combine care duties with work or education<sup>5</sup>. Faster and more reliable bus services, along with accessible P&R infrastructure, can reduce the time and complexity of journeys, improving affordability and feasibility for carers. Bus priority measures such as dedicated lanes can improve bus reliability; however, they may reduce road capacity for general traffic, leading to increased total travel times across the network under high demand conditions. By reallocating road space, bus priority measures can increase congestion and journey times for some car users, particularly where alternative capacity is limited, which may present a minor negative impact for some carers making journeys by private vehicles.

**Socio-Economic Duty / Areas of Deprivation:** Households in areas of higher deprivation are less likely to own a car and more reliant on public transport (ONS, 2021). Potential positive impacts include more reliable bus journeys and reduced travel time. This could improve access to employment, education, and services.

Table 4: New or improved bus services (2b)

Scheme Description	User Impact	Impact Overview
<b>2b: New or improved bus services</b>  Contracted P&R or bus routes including proposed hospital express services or supported services	<ul style="list-style-type: none"> <li>• Disability</li> <li>• Age</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Rural Communities</li> </ul>	<ul style="list-style-type: none"> <li>• Improved public transport services may lead to journey time benefits and more comfortable journeys for some users.</li> </ul>

<sup>4</sup> <https://www.gov.uk/government/statistics/nts-factsheets/trip-chaining-2024>

<sup>5</sup> <https://www.oxfordhealth.nhs.uk/wp-content/uploads/2021/06/Compendium-of-Evidence-for-Oxfordshire-Community-Services-Strategy.pdf>

- Socio-Economic Duty / Areas of Deprivation
- Refugees, Asylum Seekers, and Vulnerable Migrants
- Carers

### Assessment

**Age, Disability, Pregnancy and Maternity:** Disabled people, older adults (60+) and pregnant people may have related impairments that affect their ability to make longer or complex journeys. The introduction of new or improved bus services, including hospital-focused express routes, would increase the availability and choice of travel options. This could provide more feasible and reliable journeys, particularly for essential trips such as healthcare appointments, work, and daily errands. Express services may offer additional benefits to these individuals, as faster and more direct routes can improve journey comfort, reduce travel-related fatigue, and enhance overall accessibility.

**Sex:** Women may benefit from improvements to bus infrastructure, due to gendered differences in travel behaviour. On average, in Oxford, females use public transport to travel to work more than males, at 22 per cent vs 15 per cent (2011 Census). In addition, women are more likely to undertake 'trip-chained' journeys - linking multiple purposes such as escorting children, shopping and commuting<sup>6</sup>. As these journeys are more complex and time-constrained, improvements to bus routes, such as express services may disproportionately benefit women compared to men.

**Rural Communities:** Approximately 33% of Oxfordshire's population live in rural areas (DEFRA, 2021). Residents in rural locations often have fewer transport options. Expanded bus services and express routes can disproportionately benefit these groups by improving connectivity to key destinations such as hospitals, workplaces, and urban centres. Conversely, if routes are concentrated on urban corridors, rural residents may see limited benefits.

**Carers:** Unpaid carers in Oxfordshire (Census 2011) may have limited flexibility to travel due to caring responsibilities. Improved bus services can disproportionately positively affect carers by offering more predictable and reliable routes for essential travel, including hospital visits for those they care for. Enhanced public transport can also enable the people they care for to travel more independently for medical appointments or daily activities, reducing the carers' travel burden and supporting greater autonomy for those in their care.

<sup>6</sup> <https://www.gov.uk/government/statistics/nts-factsheets/trip-chaining-2024>

**Socio-Economic Duty / Areas of Deprivation:** Residents in more deprived areas of Oxford have lower car ownership (ONS, 2021). Expanded bus services, supported bus services, and hospital-focused express routes could disproportionately benefit these groups by improving affordable access to essential services

**Refugees, Asylum Seekers, and Vulnerable Migrants:** Refugees, asylum seekers and vulnerable migrants likely to rely on public transport due to limited access to private vehicles, however, public transport costs can remain prohibitive. Supported services could enhance travel feasibility, affordability, and comfort, particularly for essential trips to access services.

## Active Travel and Enabling Infrastructure

Table 5: Active travel infrastructure (2c)

Scheme Description	User Impact	Impact Overview
For example, Cycle lanes, cycle parking, e-scooter/e-bike solutions	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Race/ethnicity</li> <li>• Carers</li> <li>• Rural Communities</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced active travel infrastructure improves experience of active travel, increases road safety, supports active travel uptake and improves experience</li> </ul>

### Assessment

**Age:** Younger people (16–24) are more likely to make active trips for commuting, education, and leisure. Investment in safe and connected cycling, walking, and e-scooter infrastructure could disproportionately positively impact this group by improving journey safety, convenience, and reliability, reinforcing modal shift from private vehicles.

These improvements are also particularly important for younger children. According to the National Travel Survey (2024), 51% of trips made by children aged 5 to 10 to and from school are on foot, and these journeys are often accompanied by a parent or caregivers. This means that a large proportion of children are directly exposed to the quality and safety of the walking environment. Enhancing active travel infrastructure can therefore improve child safety, increase opportunities for independent mobility, and support physical activity and wellbeing. In addition, these journeys are often accompanied by parents or guardians, meaning improvements also reduce the time, stress and complexity associated with escorting children, while supporting a gradual transition to more independent travel as children grow older.

**Disability:** Approximately 15% of Oxford residents report a long-term health problem or disability, with 5% limited ‘a lot’ and 10% limited ‘a little’ in day-to-day activities (2021 Census, Oxford). Disabled people with mobility or sensory impairments are less likely to use active travel modes for longer or complex journeys (National Travel Survey, 2022, England). Investment in accessible cycling and walking infrastructure, including secure cycle parking and smooth surfaces, could disproportionately positively impact disabled people by making active travel safer, more feasible, and more comfortable.

**Pregnancy and Maternity:** Improvements in active travel infrastructure, alongside reduced motor traffic, could disproportionately benefit pregnant people and those with young children by making journeys safer and more comfortable, particularly for those who may find travel more physically demanding during pregnancy. This is relevant for essential trips such as attending healthcare appointments and running local errands.

**Sex:** Women are more likely than men to make complex, multi-purpose trips—including caregiving and shopping—which can affect their travel choices. Active travel infrastructure could disproportionately positively benefit women by enabling safer, flexible options for shorter trips that complement these responsibilities.

**Race / Ethnicity:** National data shows ethnic minorities are slightly more likely to walk or cycle (36% ethnic minority groups vs 32% non-ethnic minority groups) and slightly less likely to use a car (59% ethnic minority groups vs 63% non-ethnic minority) (National Travel Survey, 2022). Ethnic minority groups may benefit from improved active travel routes or infrastructure, thereby improving the experience and/or perception of active travel.

**Carers:** Carers often rely on private vehicles to perform caring duties, including transport to appointments, errands, and emergency trips. Safer active travel options and reduced traffic congestion could disproportionately positively impact carers, supporting them to make short journeys more efficiently and reducing reliance on private cars for some trips.

**Socio-Economic Duty / Areas of Deprivation:** Residents in more deprived areas of Oxford have lower car ownership (ONS, 2021). Expanded active travel routes and enhanced infrastructure could disproportionately benefit these groups by improving affordable access to essential services.

**Refugees, Asylum Seekers, and Vulnerable Migrants:** Refugees, asylum seekers and vulnerable migrants likely to rely on public transport due to limited access to private vehicles, however, public transport costs can remain prohibitive. Expanded active travel routes and enhanced infrastructure could enhance travel feasibility, affordability, and comfort, particularly for essential trips to access services

### **Rural Communities**

Around 33% of Oxfordshire’s population live in rural areas, with many settlements located further from urban centres (DEFRA, 2021). Residents in these areas are less likely to have frequent public transport access and may rely on cars. Investment in connected, safe active travel routes to Park & Ride sites or local hubs may disproportionately positively benefit rural residents for shorter trips, though overall impact may be limited due to longer travel distances.

## Fare-Based and Access Measures

Table 6: Fare and/or parking discounts (P&R services) (2d)

Scheme Description	User Impact	Impact Overview
Fare and/or parking discounts (P&R services)	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Rural Communities</li> <li>• Carers</li> <li>• Areas of Deprivation</li> <li>• Socio Economic Duty</li> </ul>	<ul style="list-style-type: none"> <li>• Targeted fare discounts for specific groups or employers deliver direct economic benefits to individuals, creating a financial incentive to utilise the services</li> </ul>

### Assessment

**Age:** In Oxfordshire, car use for commuting is highest among people aged 45–59 (62%) (2011 Census, Oxfordshire) and car use remains a significant proportion of mode share for those aged 60+. Therefore, older people who drive may benefit disproportionately from reduced costs for essential trips or commuting that involves P&R services, which could support increased access to employment and services.

**Disability:** Disabled people are slightly more likely to rely on cars for travel (62% disabled vs 60% non-disabled) (National Travel Survey, 2022, England), which may enable access to Park & Ride where a vehicle is available. This suggests a potential disproportionate positive impact for those who can access a car, although disabled people without access to a vehicle may not benefit.

**Sex:** Women, who are more likely to undertake complex multi-stage or multi-purpose trips including caregiving, may disproportionately benefit from cost savings.

**Rural Communities:** Residents in rural areas may benefit from reduced travel costs when accessing P&R sites as a gateway to Oxford city.

**Carers:** Carers may benefit from discounted fares for work- or care-related trips, supporting efficiency and affordability of caring duties.

**Areas of Deprivation / Socio-Economic Duty:** Households with lower incomes are more likely to rely on public transport. Discounts reduce barriers to travel and may disproportionately positively impact lower-income groups, supporting the public sector duty to reduce socio-economic disadvantage (ONS, 2021).

Table 7: Fare discounts (non-P&R services) (2e)

Scheme Description	User Impact	Impact Overview
For example, Free/discounted bus travel schemes, including targeted schemes for specific employment sectors/groups travelling together/people with disabilities	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Rural Communities</li> <li>• Carers</li> <li>• Areas of Deprivation</li> <li>• Socio Economic Duty</li> <li>• Other Council Services</li> </ul>	<ul style="list-style-type: none"> <li>• Targeted fare discounts for specific groups or employers deliver direct economic benefits to individuals, creating a financial incentive to utilise the services</li> </ul>

#### Assessment

**Age:** Younger people (16–24), who are more likely to use public transport and less likely to drive (National Travel Survey, 2022, England), may experience a disproportionate positive impact, as these discounts are not dependent on car access.

**Disability:** Disabled people, who are less likely to use active modes and may rely on public transport where available, may benefit from improved affordability, representing a positive impact, particularly where services are accessible.

**Sex:** Women's higher public transport use (22% for women in comparison to 15% of men in Oxford) suggests they may benefit more directly from these discounts, particularly for multi-purpose journeys.

**Carers:** Carers may benefit from reduced travel costs for regular or essential journeys, particularly where they do not have access to a car, representing a potentially positive impact.

**Rural Communities:** While service availability may limit overall impact, these discounts are not dependent on car ownership, making them more accessible than P&R discounts where services exist.

**Areas of Deprivation / Socio-Economic Duty:** Lower-income households are less likely to own a car and more reliant on bus travel (ONS, 2021) The proposed investment plan measure for free bus travel for participants in the Connect to Work employment support programme to improve access to employment could disproportionately positively impact individuals in these groups by facilitating access to employment opportunities.

**Refugees, Asylum Seekers & Vulnerable Migrants:** Individuals are less likely to have access to private vehicles and more reliant on public transport. Non-P&R fare discounts may therefore provide a more accessible and positive benefit compared to P&R-based schemes.

**Other Council Services/Providers:** Proposed measures to provide free weekday bus travel for school staff would provide a disproportionate economic benefit for staff employed by schools.

### Cumulative impacts

Table 8: Scheme cumulative impacts

Impact	Summary
Resulting mode shift from Investment Plan measures results in reduced congestion from private vehicles	<ul style="list-style-type: none"> <li>Investments will likely encourage behaviour change and lead to some modal shift towards more sustainable methods of travel.</li> <li>This behaviour change is likely to lead to a reduction in motor traffic on the highway network, in turn influencing air quality and safety outcomes, alongside improved journey times for people who continue to drive into the city centre.</li> </ul>

### Assessment

**Air Quality and Health Outcomes (Age, Disability, Pregnancy and Maternity):** Investment Plan measures are likely to encourage modal shift towards more sustainable travel, reducing motor traffic and improving air quality. This may disproportionately positively impact older people (60+), who are more vulnerable to air pollution and associated conditions such as stroke and cognitive decline. It may also disproportionately benefit disabled people, noting that 15% of Oxford residents report a long-term health condition (2021 Census, Oxford), particularly those with respiratory or cardiovascular conditions. Pregnant people may also benefit from reduced exposure to air pollution, which is linked to risks such as premature birth and low birth weight. Younger people and children may additionally benefit from improved air quality, given increased susceptibility to long-term health impacts.

**Road Safety (Age):** Reduced traffic volumes are likely to improve road safety conditions. This may disproportionately positively impact younger people, who are more likely to walk or cycle (National Travel Survey, 2022, England) and are therefore more exposed to road collision risk.

**Journey Time and Reliability (Carers, Rural Communities, Drivers):** Reduced congestion may improve journey times and reliability for those who continue to travel by car. This may disproportionately positively impact carers, of whom there are 61,100 in Oxfordshire (Census 2011), who often rely on private vehicles to undertake time-sensitive and essential journeys. Rural residents, who are more likely to be car-dependent may also therefore benefit if they continue to make journeys via private vehicle.

## Summary Assessment

The Investment Plan is expected to generate predominantly positive outcomes by supporting modal shift towards sustainable travel, improving accessibility, reducing congestion, and enhancing air quality and road safety. Targeted interventions, including Park & Ride (P&R) schemes, bus service improvements, active travel infrastructure, and discounted fares, are likely to disproportionately benefit specific groups, including older adults, younger people, disabled people, pregnant people, women, carers, rural residents, and socio-economically disadvantaged households.

Table 9: Potential Negative Impact

Scheme / Measure	Potential Negative Impact	Mitigation Measures
Part 2 – Public Transport Service Provision and Network Enhancements	<ul style="list-style-type: none"> <li>Though some carers may benefit from reduced journey times, or less complex journeys, some bus priority measures may increase congestion and journey times for some car users, particularly where alternative capacity is limited</li> </ul>	<ul style="list-style-type: none"> <li>Roll out bus priority schemes in phases with ongoing monitoring of congestion impacts, and adjust measures based on real-world data</li> </ul>

### Additional Considerations

While not identified as direct negative impacts, the following factors should be monitored and considered during implementation to ensure equitable outcomes:

- 
- Part 1 – Discounted £3 combined parking and bus fare product: Simplify the fare structure by combining parking and bus travel into a single, easy-to-understand payment, reducing cognitive burden for users and making the Park & Ride offer more intuitive to use. Establish ongoing monitoring of usage patterns and equity outcomes, with the flexibility to adjust fare structures or concessions if unintended barriers emerge. Communicate changes clearly to affected users to ensure awareness of available concessions and alternatives.
- Bus Services (2b: New or Improved Routes): Urban corridor focus may limit benefits for rural residents. Consideration should be given to rural connectivity and demand-responsive solutions.

- Active Travel Infrastructure (2c): Longer travel distances in rural areas may reduce uptake of walking, cycling, or e-scooter travel. Integration with public transport is recommended to support accessibility.
- Park & Ride / Parking Discounts (Option A & Discount Schemes): Benefits are dependent on car ownership; complementary public transport discounts should be promoted to ensure access for non-car users.
- Cumulative Impacts: Equity of access for individuals unable or unwilling to use alternative modes should be monitored, particularly for rural communities and those with mobility constraints.
- In addition, it is acknowledged that the Investment Plan does not specify detailed schemes in all instances. Further scheme-specific assessments should be undertaken as the programme develops and individual measures are defined.



## **Oxfordshire County Council**

### **Equalities Impact Assessment**

Oxford Congestion Charge Investment Plan

7 April 2026

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## Section 1: Summary details

<b>Directorate and Service Area</b>	
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Oxford Congestion Charge Investment Plan – proposed investment of surplus congestion charge income into Park and Ride, bus, active travel and related supporting measures.  It is acknowledged that the current version of the Investment Plan does not specify detailed schemes in all instances. Consequently, the assessment reflects the high-level detail provided. In addition, further scheme-specific assessments should be undertaken as the programme develops and individual measures are defined.
<b>Is this a new or existing function or policy?</b>	A new investment plan linked to the congestion charge, within an existing wider policy context of congestion reduction and support for sustainable travel in Oxford.
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community?  (following completion of the assessment).	The plan would use surplus congestion charge income to support a package of measures intended to reduce reliance on private car travel and improve access to Oxford by bus, Park and Ride and active travel. The package includes a proposed Part 1 Park and Ride offer and a wider set of Part 2 measures covering staff travel support, hospital access, active travel and access to employment. Overall, the assessment indicates positive equalities impacts, particularly through supporting public transport use and active travel options, although the scale of impact will depend on uptake, detailed delivery and the final decision on the Part 1 offer.
<b>Completed By</b>	Steer
<b>Authorised By</b>	OCC

<b>Date of Assessment</b>	7 April 2026
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## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>OCC has commissioned an EqIA and CIA to support the Cabinet decision on the Oxford Congestion Charge Investment Plan. The assessments cover both the recommended schemes and the alternative options within the investment plan, and consider both individual and cumulative impacts. The plan is structured in two parts, with Part 1 focused on the Park and Ride offer and Part 2 covering supporting measures, including staff travel support, hospital access, active travel and access to employment.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Oxford Congestion Charge Investment Plan would use surplus congestion charge income to fund a package of transport interventions intended to reduce car trips into Oxford and support lower-carbon travel. Part 1 remains subject to Cabinet decision and relates to the Park and Ride fare offer. The recommended option is a free Park and Ride return bus offer, although alternative Park and Ride pricing options are also under consideration. The package includes four main types of intervention. Fare-based and access measures include the proposed free Park and Ride return bus offer, free weekday Park and Ride parking for NHS and school staff, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants. Service provision and network enhancements comprise the proposed hospital express Park and Ride services. Active travel and enabling infrastructure would fund small-scale measures such as cycle parking and minor infrastructure upgrades. A reserve is also included to manage income risk and provide flexibility to extend or rescope measures if required.</p>
<p><b>Evidence / Intelligence</b></p>	<p>The assessment is informed by discussion with Oxfordshire County Council officers during development of the Oxford Congestion Charge Investment Plan, including consideration of the different package options and the measures considered most appropriate for inclusion. This has included review of the proposed Park and Ride offer,</p>

<p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our equality commitments.</p>	<p>targeted staff travel support, hospital express Park and Ride services, active travel infrastructure, free bus travel for Connect to Work participants, and the alternative Part 1 options and reinvestment approach set out in the plan.</p> <p>At this stage, the EIA is therefore based primarily on the design and intended purpose of the proposed measures, and on officer input regarding how the package has been developed and refined. The assessment remains qualitative and proportionate to the current stage of development, recognising that some delivery details remain to be confirmed and that further scheme-specific assessment may be required as the programme progresses.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The principal alternatives considered relate to Part 1 of the investment plan, where four alternatives to the recommended free Park and Ride return bus offer have been identified. These options would generate different levels of savings, which could be reinvested in active travel, public transport infrastructure and additional fare discounts. A do-nothing approach would mean that surplus congestion charge income is not used to strengthen sustainable travel alternatives and would therefore not support the purpose of the investment plan.</p>

## Section 3: Impact Assessment

### Overview

This section presents a summary review of the Investment Plan on a 'package' basis – for assessments of each proposed scheme, please see Appendix A. The classification of impacts used for the assessment is outlined in Table 1.

Table 10: Impact scoring framework

Score	Impact
-3	Large adverse
-2	Moderate adverse
-1	Slight adverse
0	Neutral – no significant benefits or disbenefits
1	Slight beneficial
2	Moderate beneficial
3	Large beneficial

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## Summary Review - Protected Characteristics, Additional Community Impacts, Additional Wider Impacts

	Part 1 – Option A	Part 1 – Option B	Part 2 - Public Transport Service Provision and Network Enhancements	Part 2 - Active Travel and Enabling Infrastructure	Part 2 Fare-Based and Access Measures	Comment	Actions or mitigations, action owner and timescales and monitoring
<b>Age</b>	1	-1	1	2	1	Part 1 Option B may present a negative adverse impact for older or younger lone car drivers in comparison to the	See Table 9, Appendix A

	Part 1 – Option A	Part 1 – Option B	Part 2 - Public Transport Service Provision and Network Enhancements	Part 2 - Active Travel and Enabling Infrastructure	Part 2 Fare-Based and Access Measures	Comment	Actions or mitigations, action owner and timescales and monitoring
						original P&R fare charging structure.	
<b>Disability</b>	1	-1	1	2	1	Part 1 Option B may present a negative adverse impact for older or younger lone car drivers in comparison to the original P&R fare charging structure.	See Table 9, Appendix A
<b>Gender Reassignment</b>	0	0	0	0	0		
<b>Marriage &amp; Civil Partnership</b>	0	0	0	0	0		
<b>Pregnancy and Maternity</b>	1	0	1	1	1		
<b>Race</b>	1	0	0	1	0		
<b>Sex</b>	1	0	1	1	1		
<b>Sexual Orientation</b>	0	0	0	0	0		
<b>Religion or Belief</b>	0	0	0	0	0		

	Part 1 – Option A	Part 1 – Option B	Part 2 - Public Transport Service Provision and Network Enhancements	Part 2 - Active Travel and Enabling Infrastructure	Part 2 Fare-Based and Access Measures	Comment	Actions or mitigations, action owner and timescales and monitoring
<b>Rural communities</b>	1	-1	1	1	1	Part 1 Option B may present a negative adverse impact for older or younger lone car drivers in comparison to the original P&R fare charging structure.	See Table 9, Appendix A
<b>Armed Forces</b>	0	0	0	0	0		
<b>Carers</b>	1	-1	0	1	1	Part 1 Option B may present a negative adverse impact for older or younger lone car drivers in comparison to the original P&R fare charging structure.  Though some carers may benefit from reduced journey times, or less complex journeys, some bus priority measures may increase congestion and journey times for some car users, particularly where alternative capacity is limited.	See Table 9, Appendix A
<b>Areas of deprivation</b>	1	0	1	1	1		

	Part 1 – Option A	Part 1 – Option B	Part 2 - Public Transport Service Provision and Network Enhancements	Part 2 - Active Travel and Enabling Infrastructure	Part 2 Fare-Based and Access Measures	Comment	Actions or mitigations, action owner and timescales and monitoring
<b>Refugees, Asylum seekers and Undocumented migrants (i.e. vulnerable migrants)</b>	0	0	0	1	0		
<b>Socio-Economic Duty</b>	1	0	1	1	1		
<b>Staff</b>	0	0	0	0	0		
<b>Other Council Services</b>	0	0	0	0	1		
<b>Providers</b>	0	0	0	0	0		
<b>Social Value <sup>7</sup></b>	2	0	2	2	2	Improved transport provision is expected to generate positive social value by enhancing access to employment, education, and essential services, particularly for underserved communities. It may also support wider economic inclusion, community	

<sup>7</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

	<b>Part 1 – Option A</b>	<b>Part 1 – Option B</b>	<b>Part 2 - Public Transport Service Provision and Network Enhancements</b>	<b>Part 2 - Active Travel and Enabling Infrastructure</b>	<b>Part 2 Fare-Based and Access Measures</b>	<b>Comment</b>	<b>Actions or mitigations, action owner and timescales and monitoring</b>
						wellbeing, and opportunities for local businesses and social enterprises. It is assumed all positive impacts will generate social value.	



**Section 4: Review**

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

<b>Review Date</b>	
<b>Person Responsible for Review</b>	
<b>Authorised By</b>	

## Appendix A – Assessment

### Investment Plan - Part One: Overview

Part One of the recommended Investment Plan, as outlined in the Cabinet report, presents two options regarding Park & Ride charging structures. Option A, the recommended approach, proposes the continuation of the existing free Park & Ride return offer. Option B sets out alternative charging structures for the Park & Ride service, to be considered in the event that Cabinet does not approve the recommended option.

#### Option A: Free P&R return bus offer

Table 11: Option A: Free P&R return bus offer

Scheme Description	User Impact	Impact Overview
Continuation of free return bus travel from all Park & Ride sites - 7 months from 1 June 2026	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and Maternity</li> <li>• Race</li> <li>• Sex</li> <li>• Rural Communities</li> <li>• Areas of Deprivation</li> <li>• Carers</li> </ul>	<ul style="list-style-type: none"> <li>• Reduces travel costs and improves access to Oxford city centre for Park &amp; Ride users.</li> </ul>

### Assessment

**Age:** There may be a disproportionately positive impact for older adults (45+) as they are more car-dependent than other age groups, with 62% of 45–59-year-olds in Oxfordshire using a car to travel to work (2011 Census). Free Park & Ride offers an affordable alternative to using a car for the entire journey; improving access to Oxford city centre whilst reducing car trips.

There may also be a disproportionately positive impact for younger people (16–24) are more likely to walk or cycle (38% in Oxford, 2011 Census). Younger people may benefit from the indirect impact of fewer numbers of private vehicles which could improve the experience and/or perception of active travel.

**Disability:** Approximately 15% of Oxford study area residents report a long-term health problem or disability (2021 Census, Oxford). People with mobility difficulties nationally have slightly higher car usage (62% disabled vs 60% non-disabled) and lower walking/cycling rates (24%

disabled vs 31% non-disabled) (National Travel Survey, 2022, England). Free Park & Ride offers an accessible alternative for those who are less able to walk or cycle for some or all of their journeys. In addition, disabled people with impairments that make longer journeys less comfortable may experience more comfortable travel due to reduced congestion, as the scheme encourages alternatives to private vehicle use.

**Pregnancy and Maternity:** Free Park & Ride may provide more flexible, and cost-free travel for pregnant women, Women nationally are more likely to use public transport (22% women vs 15% for men). In addition, this may also provide a more flexible option for parents travelling with infants, supporting access to work and services.

**Race / Ethnicity:** National data shows ethnic minorities are slightly more likely to walk or cycle (36% ethnic minority groups vs 32% non ethnic minority groups) and slightly less likely to use a car (59% ethnic minority groups vs 63% non-ethnic minority) (National Travel Survey, 2022). Ethnic minority groups may benefit from the indirect impact of fewer numbers of private vehicles which could improve the experience and/or perception of active travel.

**Sex:** Women nationally are more likely to use public transport (22% vs 15% for men) (National Travel Survey, 2022, England) and women tend to make more complex trips involving caregiving or shopping. Therefore, free Park & Ride may support more convenient, lower-cost travel that reduces reliance on private car usage.

**Rural Communities:** One-third of Oxfordshire's population live in rural areas (DEFRA, 2021) where car dependence is higher. The scheme is likely to have a disproportionately positive impact by providing rural residents with affordable access to Oxford city centre and helping reduce overall car trips.

**Carer:** Oxfordshire has 61,100 unpaid carers, with 17,400 providing 20+ hours/week (Census 2011, Oxfordshire). Carers often face complex travel needs while balancing work and caring responsibilities. The scheme is likely to have a disproportionately positive impact by easing travel burdens by providing a lower cost form of travel, which may enable greater participation in employment, education, and social activities.

**Socio Economic Duty:** Continuing the free Park & Ride scheme is likely to have a disproportionately positive impact on residents experiencing socio-economic disadvantage. Though households in deprived areas often have lower car ownership (ONS, 2021, Oxford), free Park & Ride can reduce travel costs for more deprived households with car ownership, which may improve access to employment, education, and essential services.

## Option B: P&amp;R charging structures

Table 12: Option B: P&amp;R charging structures

Scheme Description	User Impact	Impact Overview
<p><b>Option B:</b> P&amp;R charging structures that could replace the free P&amp;R return bus offer</p> <p>If an alternative P&amp;R charging option is chosen, the resulting savings would be reinvested into transport improvements: 25% for active travel infrastructure, 25% for public transport infrastructure, and 50% for additional bus fare discounts (such as season ticket trials, youth fares, group tickets, or extended concessions for disabled users).</p>	<ul style="list-style-type: none"> <li>• Disability</li> <li>• Age</li> <li>• Pregnancy and maternity</li> <li>• Carers</li> <li>• Rural Communities</li> </ul>	<ul style="list-style-type: none"> <li>• Reintroduces/Introduces a Park &amp; Ride offer requiring some user financial contribution</li> <li>• Potential reinvestment of savings into user discounts</li> <li>• Potential reallocation of savings into active travel and public transport improvements</li> </ul>

## Assessment

Changes from the baseline Park & Ride fare structure to simplified per-car tariffs (£3–£5 per car for up to five passengers) affect travel costs for different users depending on how many people share the trip. The price of P&R tickets provide a single adult return with parking included (£4), or up to two adults with children (£5), meaning the unit cost per traveller varies by household size (see [LINK](#)).

While there is no direct evidence on the proportion of people who travel unaccompanied in Oxford/Oxfordshire, baseline travel data shows that car travel is common and that travel modes vary by demographic group. Where travel is undertaken by car, a simplified per-car fare structure will have different disproportionate impacts depending on how many people share the vehicle, and the characteristics of the solo driver.

Groups that are identified as potentially affected by higher per-car fares are those for whom car travel is either a frequent mode or where typical trip patterns (e.g., commuting, caregiving) may involve solo travel or small household travel may include:

- Younger or older people travelling independently for work, education, or leisure
- Disabled people whose travel may require individualised arrangements
- Carers travelling alone with dependants
- Parents travelling alone with younger children
- People from rural communities who are more likely to be car dependent and therefore more likely to make solo car journeys

- People from lower income households who rely on car travel

Individuals with multiple overlapping characteristics, such as a disabled adult living in a rural area or a lone carer, may experience the highest cumulative negative impacts because they are more likely to travel alone and have limited alternatives.

However, the proposed reinvestment into public transport, fare concessions, and improved active travel infrastructure, could mitigate the effect of higher per-car fares by making alternative travel modes more accessible and convenient, while maintaining the affordability of using the Park & Ride service.

## Investment Plan - Part Two Overview:

Part Two includes four primary categories of intervention:

- **Public Transport Service Provision and Network Enhancements:** including proposed improvements to public transport services
- **Active Travel and Enabling Infrastructure:** This entails funding for small-scale initiatives, including cycle parking and minor infrastructure improvements.
- **Fare-Based and Access Measures:** This includes the proposed free Park and Ride return bus offer, complimentary weekday Park and Ride parking for NHS and school staff, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants.
- **Contingency Reserve:** A reserve is incorporated to manage income risks and provide flexibility to extend or rescope measures, if required (not assessed)

### Public Transport Service Provision and Network Enhancements

Table 13: Bus priority / infrastructure measures (2a)

Scheme Description	User Impact	Impact Overview
For example, Bus lanes; bus gates; signal priority; P&R site infrastructure	<ul style="list-style-type: none"> <li>• Disability</li> <li>• Age</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Rural Communities</li> <li>• Carers</li> </ul>	<ul style="list-style-type: none"> <li>• Improved public transport infrastructure leading to journey time benefits and more comfortable journeys</li> </ul>

#### Assessment

**Disability, Age, and Pregnancy and Maternity:** Approximately 15% of Oxford residents report a long-term health problem or disability (2021 Census). Potential positive impacts of bus priority and infrastructure improvements include faster and more reliable journeys, improved Park & Ride infrastructure such as accessible boarding points, and signal priority. These measures are expected to increase the feasibility,

affordability, and comfort of using public transport, particularly for disabled people with physical, mental, or sensory impairments, older adults with age-related mobility limitations, and pregnant people who find longer journeys less comfortable.

**Sex:** Women may benefit from improvements to bus infrastructure, due to gendered differences in travel behaviour. On average, in Oxford, females use public transport to travel to work more than males, at 22 per cent vs 15 per cent (2011 Census). In addition, women are more likely to undertake ‘trip-chained’ journeys - linking multiple purposes such as escorting children, shopping and commuting<sup>8</sup>. As these journeys are more complex and time-constrained, improvements to bus routes, such as express services may disproportionately benefit women compared to men.

**Rural Communities:** Rural residents, who make up 33% of Oxfordshire’s population (DEFRA, 2021), may experience positive impacts if bus priority measures and P&R enhancements improve connectivity to Oxford city. Faster and more reliable journeys can make public transport a viable alternative to private car usage, particularly where existing public transport options are limited.

**Carers:** Unpaid carers often travel with dependents or combine care duties with work or education<sup>9</sup>. Faster and more reliable bus services, along with accessible P&R infrastructure, can reduce the time and complexity of journeys, improving affordability and feasibility for carers. Bus priority measures such as dedicated lanes can improve bus reliability; however, they may reduce road capacity for general traffic, leading to increased total travel times across the network under high demand conditions. By reallocating road space, bus priority measures can increase congestion and journey times for some car users, particularly where alternative capacity is limited, which may present a minor negative impact for some carers making journeys by private vehicles.

**Socio-Economic Duty / Areas of Deprivation:** Households in areas of higher deprivation are less likely to own a car and more reliant on public transport (ONS, 2021). Potential positive impacts include more reliable bus journeys and reduced travel time. This could improve access to employment, education, and services.

Table 14: New or improved bus services (2b)

Scheme Description	User Impact	Impact Overview
<b>2b: New or improved bus services</b>  Contracted P&R or bus routes including proposed hospital express services or supported services	<ul style="list-style-type: none"> <li>Disability</li> <li>Age</li> <li>Pregnancy and Maternity</li> <li>Sex</li> <li>Rural Communities</li> </ul>	<ul style="list-style-type: none"> <li>Improved public transport services may lead to journey time benefits and more comfortable journeys for some users.</li> </ul>

<sup>8</sup> <https://www.gov.uk/government/statistics/nts-factsheets/trip-chaining-2024>

<sup>9</sup> <https://www.oxfordhealth.nhs.uk/wp-content/uploads/2021/06/Compendium-of-Evidence-for-Oxfordshire-Community-Services-Strategy.pdf>

- Socio-Economic Duty / Areas of Deprivation
- Refugees, Asylum Seekers, and Vulnerable Migrants
- Carers

### Assessment

**Age, Disability, Pregnancy and Maternity:** Disabled people, older adults (60+) and pregnant people may have related impairments that affect their ability to make longer or complex journeys. The introduction of new or improved bus services, including hospital-focused express routes, would increase the availability and choice of travel options. This could provide more feasible and reliable journeys, particularly for essential trips such as healthcare appointments, work, and daily errands. Express services may offer additional benefits to these individuals, as faster and more direct routes can improve journey comfort, reduce travel-related fatigue, and enhance overall accessibility.

**Sex:** Women may benefit from improvements to bus infrastructure, due to gendered differences in travel behaviour. On average, in Oxford, females use public transport to travel to work more than males, at 22 per cent vs 15 per cent (2011 Census). In addition, women are more likely to undertake 'trip-chained' journeys - linking multiple purposes such as escorting children, shopping and commuting<sup>10</sup>. As these journeys are more complex and time-constrained, improvements to bus routes, such as express services may disproportionately benefit women compared to men.

**Rural Communities:** Approximately 33% of Oxfordshire's population live in rural areas (DEFRA, 2021). Residents in rural locations often have fewer transport options. Expanded bus services and express routes can disproportionately benefit these groups by improving connectivity to key destinations such as hospitals, workplaces, and urban centres. Conversely, if routes are concentrated on urban corridors, rural residents may see limited benefits.

**Carers:** Unpaid carers in Oxfordshire (Census 2011) may have limited flexibility to travel due to caring responsibilities. Improved bus services can disproportionately positively affect carers by offering more predictable and reliable routes for essential travel, including hospital visits for those they care for. Enhanced public transport can also enable the people they care for to travel more independently for medical appointments or daily activities, reducing the carers' travel burden and supporting greater autonomy for those in their care.

<sup>10</sup> <https://www.gov.uk/government/statistics/nts-factsheets/trip-chaining-2024>

**Socio-Economic Duty / Areas of Deprivation:** Residents in more deprived areas of Oxford have lower car ownership (ONS, 2021). Expanded bus services, supported bus services, and hospital-focused express routes could disproportionately benefit these groups by improving affordable access to essential services

**Refugees, Asylum Seekers, and Vulnerable Migrants:** Refugees, asylum seekers and vulnerable migrants likely to rely on public transport due to limited access to private vehicles, however, public transport costs can remain prohibitive. Supported services could enhance travel feasibility, affordability, and comfort, particularly for essential trips to access services.

## Active Travel and Enabling Infrastructure

Table 15: Active travel infrastructure (2c)

Scheme Description	User Impact	Impact Overview
For example, Cycle lanes, cycle parking, e-scooter/e-bike solutions	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Race/ethnicity</li> <li>• Carers</li> <li>• Rural Communities</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced active travel infrastructure improves experience of active travel, increases road safety, supports active travel uptake and improves experience</li> </ul>

### Assessment

**Age:** Younger people (16–24) are more likely to make active trips for commuting, education, and leisure. Investment in safe and connected cycling, walking, and e-scooter infrastructure could disproportionately positively impact this group by improving journey safety, convenience, and reliability, reinforcing modal shift from private vehicles.

These improvements are also particularly important for younger children. According to the National Travel Survey (2024), 51% of trips made by children aged 5 to 10 to and from school are on foot, and these journeys are often accompanied by a parent or caregivers. This means that a large proportion of children are directly exposed to the quality and safety of the walking environment. Enhancing active travel infrastructure can therefore improve child safety, increase opportunities for independent mobility, and support physical activity and wellbeing. In addition, these journeys are often accompanied by parents or guardians, meaning improvements also reduce the time, stress and complexity associated with escorting children, while supporting a gradual transition to more independent travel as children grow older.

**Disability:** Approximately 15% of Oxford residents report a long-term health problem or disability, with 5% limited ‘a lot’ and 10% limited ‘a little’ in day-to-day activities (2021 Census, Oxford). Disabled people with mobility or sensory impairments are less likely to use active travel modes for longer or complex journeys (National Travel Survey, 2022, England). Investment in accessible cycling and walking infrastructure, including secure cycle parking and smooth surfaces, could disproportionately positively impact disabled people by making active travel safer, more feasible, and more comfortable.

**Pregnancy and Maternity:** Improvements in active travel infrastructure, alongside reduced motor traffic, could disproportionately benefit pregnant people and those with young children by making journeys safer and more comfortable, particularly for those who may find travel more physically demanding during pregnancy. This is relevant for essential trips such as attending healthcare appointments and running local errands.

**Sex:** Women are more likely than men to make complex, multi-purpose trips—including caregiving and shopping—which can affect their travel choices. Active travel infrastructure could disproportionately positively benefit women by enabling safer, flexible options for shorter trips that complement these responsibilities.

**Race / Ethnicity:** National data shows ethnic minorities are slightly more likely to walk or cycle (36% ethnic minority groups vs 32% non-ethnic minority groups) and slightly less likely to use a car (59% ethnic minority groups vs 63% non-ethnic minority) (National Travel Survey, 2022). Ethnic minority groups may benefit from improved active travel routes or infrastructure, thereby improving the experience and/or perception of active travel.

**Carers:** Carers often rely on private vehicles to perform caring duties, including transport to appointments, errands, and emergency trips. Safer active travel options and reduced traffic congestion could disproportionately positively impact carers, supporting them to make short journeys more efficiently and reducing reliance on private cars for some trips.

**Socio-Economic Duty / Areas of Deprivation:** Residents in more deprived areas of Oxford have lower car ownership (ONS, 2021). Expanded active travel routes and enhanced infrastructure could disproportionately benefit these groups by improving affordable access to essential services.

**Refugees, Asylum Seekers, and Vulnerable Migrants:** Refugees, asylum seekers and vulnerable migrants likely to rely on public transport due to limited access to private vehicles, however, public transport costs can remain prohibitive. Expanded active travel routes and enhanced infrastructure could enhance travel feasibility, affordability, and comfort, particularly for essential trips to access services

### **Rural Communities**

Around 33% of Oxfordshire's population live in rural areas, with many settlements located further from urban centres (DEFRA, 2021). Residents in these areas are less likely to have frequent public transport access and may rely on cars. Investment in connected, safe active travel routes to Park & Ride sites or local hubs may disproportionately positively benefit rural residents for shorter trips, though overall impact may be limited due to longer travel distances.

## Fare-Based and Access Measures

Table 16: Fare and/or parking discounts (P&R services) (2d)

Scheme Description	User Impact	Impact Overview
Fare and/or parking discounts (P&R services)	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Rural Communities</li> <li>• Carers</li> <li>• Areas of Deprivation</li> <li>• Socio Economic Duty</li> </ul>	<ul style="list-style-type: none"> <li>• Targeted fare discounts for specific groups or employers deliver direct economic benefits to individuals, creating a financial incentive to utilise the services</li> </ul>

### Assessment

**Age:** In Oxfordshire, car use for commuting is highest among people aged 45–59 (62%) (2011 Census, Oxfordshire) and car use remains a significant proportion of mode share for those aged 60+. Therefore, older people who drive may benefit disproportionately from reduced costs for essential trips or commuting that involves P&R services, which could support increased access to employment and services.

**Disability:** Disabled people are slightly more likely to rely on cars for travel (62% disabled vs 60% non-disabled) (National Travel Survey, 2022, England), which may enable access to Park & Ride where a vehicle is available. This suggests a potential disproportionate positive impact for those who can access a car, although disabled people without access to a vehicle may not benefit.

**Sex:** Women, who are more likely to undertake complex multi-stage or multi-purpose trips including caregiving, may disproportionately benefit from cost savings.

**Rural Communities:** Residents in rural areas may benefit from reduced travel costs when accessing P&R sites as a gateway to Oxford city.

**Carers:** Carers may benefit from discounted fares for work- or care-related trips, supporting efficiency and affordability of caring duties.

**Areas of Deprivation / Socio-Economic Duty:** Households with lower incomes are more likely to rely on public transport. Discounts reduce barriers to travel and may disproportionately positively impact lower-income groups, supporting the public sector duty to reduce socio-economic disadvantage (ONS, 2021).

Table 17: Fare discounts (non-P&R services) (2e)

Scheme Description	User Impact	Impact Overview
For example, Free/discounted bus travel schemes, including targeted schemes for specific employment sectors/groups travelling together/people with disabilities	<ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Pregnancy and Maternity</li> <li>• Sex</li> <li>• Rural Communities</li> <li>• Carers</li> <li>• Areas of Deprivation</li> <li>• Socio Economic Duty</li> <li>• Other Council Services</li> </ul>	<ul style="list-style-type: none"> <li>• Targeted fare discounts for specific groups or employers deliver direct economic benefits to individuals, creating a financial incentive to utilise the services</li> </ul>

#### Assessment

**Age:** Younger people (16–24), who are more likely to use public transport and less likely to drive (National Travel Survey, 2022, England), may experience a disproportionate positive impact, as these discounts are not dependent on car access.

**Disability:** Disabled people, who are less likely to use active modes and may rely on public transport where available, may benefit from improved affordability, representing a positive impact, particularly where services are accessible.

**Sex:** Women's higher public transport use (22% for women in comparison to 15% of men in Oxford) suggests they may benefit more directly from these discounts, particularly for multi-purpose journeys.

**Carers:** Carers may benefit from reduced travel costs for regular or essential journeys, particularly where they do not have access to a car, representing a potentially positive impact.

**Rural Communities:** While service availability may limit overall impact, these discounts are not dependent on car ownership, making them more accessible than P&R discounts where services exist.

**Areas of Deprivation / Socio-Economic Duty:** Lower-income households are less likely to own a car and more reliant on bus travel (ONS, 2021) The proposed investment plan measure for free bus travel for participants in the Connect to Work employment support programme to improve access to employment could disproportionately positively impact individuals in these groups by facilitating access to employment opportunities.

**Refugees, Asylum Seekers & Vulnerable Migrants:** Individuals are less likely to have access to private vehicles and more reliant on public transport. Non-P&R fare discounts may therefore provide a more accessible and positive benefit compared to P&R-based schemes.

**Other Council Services/Providers:** Proposed measures to provide free weekday bus travel for school staff would provide a disproportionate economic benefit for staff employed by schools.

### Cumulative impacts

Table 18: Scheme cumulative impacts

Impact	Summary
Resulting mode shift from Investment Plan measures results in reduced congestion from private vehicles	<ul style="list-style-type: none"> <li>Investments will likely encourage behaviour change and lead to some modal shift towards more sustainable methods of travel.</li> <li>This behaviour change is likely to lead to a reduction in motor traffic on the highway network, in turn influencing air quality and safety outcomes, alongside improved journey times for people who continue to drive into the city centre.</li> </ul>

### Assessment

**Air Quality and Health Outcomes (Age, Disability, Pregnancy and Maternity):** Investment Plan measures are likely to encourage modal shift towards more sustainable travel, reducing motor traffic and improving air quality. This may disproportionately positively impact older people (60+), who are more vulnerable to air pollution and associated conditions such as stroke and cognitive decline. It may also disproportionately benefit disabled people, noting that 15% of Oxford residents report a long-term health condition (2021 Census, Oxford), particularly those with respiratory or cardiovascular conditions. Pregnant people may also benefit from reduced exposure to air pollution, which is linked to risks such as premature birth and low birth weight. Younger people and children may additionally benefit from improved air quality, given increased susceptibility to long-term health impacts.

**Road Safety (Age):** Reduced traffic volumes are likely to improve road safety conditions. This may disproportionately positively impact younger people, who are more likely to walk or cycle (National Travel Survey, 2022, England) and are therefore more exposed to road collision risk.

**Journey Time and Reliability (Carers, Rural Communities, Drivers):** Reduced congestion may improve journey times and reliability for those who continue to travel by car. This may disproportionately positively impact carers, of whom there are 61,100 in Oxfordshire (Census 2011), who often rely on private vehicles to undertake time-sensitive and essential journeys. Rural residents, who are more likely to be car-dependent may also therefore benefit if they continue to make journeys via private vehicle.

## Summary Assessment

The Investment Plan is expected to generate predominantly positive outcomes by supporting modal shift towards sustainable travel, improving accessibility, reducing congestion, and enhancing air quality and road safety. Targeted interventions, including Park & Ride (P&R) schemes, bus service improvements, active travel infrastructure, and discounted fares, are likely to disproportionately benefit specific groups, including older adults, younger people, disabled people, pregnant people, women, carers, rural residents, and socio-economically disadvantaged households.

Table 19: Potential Negative Impact

Scheme / Measure	Potential Negative Impact	Mitigation Measures
Part 1, Option B: Park & Ride Charging Structures	<p>Introduction of per-car charges may increase travel costs for solo drivers or small household trips, potentially limiting access to P&amp;R services for those reliant on private vehicles. Individuals affected may include:</p> <ul style="list-style-type: none"> <li>• Younger or older adults travelling independently</li> <li>• Disabled individuals requiring individualised travel arrangements- Carers travelling alone with dependents</li> <li>• Rural residents with high car dependency</li> <li>• Low-income, car-dependent households</li> </ul>	<ul style="list-style-type: none"> <li>• Establish ongoing monitoring of usage patterns and equity outcomes, with the flexibility to adjust fare structures or concessions if unintended barriers emerge.</li> <li>• Communicate changes clearly to affected users to ensure awareness of available concessions and alternatives.</li> </ul>
Part 2 – Public Transport Service Provision and Network Enhancements	<ul style="list-style-type: none"> <li>• Though some carers may benefit from reduced journey times, or less complex journeys, some bus priority measures may increase congestion and journey times for some car users, particularly where alternative capacity is limited</li> </ul>	<ul style="list-style-type: none"> <li>• Roll out bus priority schemes in phases with ongoing monitoring of congestion impacts, and adjust measures based on real-world data</li> </ul>

### Additional Considerations

While not identified as direct negative impacts, the following factors should be monitored and considered during implementation to ensure equitable outcomes:

- Bus Services (2b: New or Improved Routes): Urban corridor focus may limit benefits for rural residents. Consideration should be given to rural connectivity and demand-responsive solutions.
- Active Travel Infrastructure (2c): Longer travel distances in rural areas may reduce uptake of walking, cycling, or e-scooter travel. Integration with public transport is recommended to support accessibility.
- Park & Ride / Parking Discounts (Option A & Discount Schemes): Benefits are dependent on car ownership; complementary public transport discounts should be promoted to ensure access for non-car users.
- Cumulative Impacts: Equity of access for individuals unable or unwilling to use alternative modes should be monitored, particularly for rural communities and those with mobility constraints.
- In addition, it is acknowledged that the Investment Plan does not specify detailed schemes in all instances. Further scheme-specific assessments should be undertaken as the programme develops and individual measures are defined.

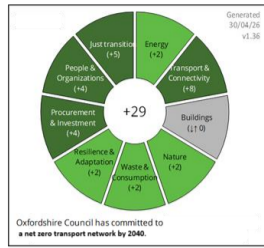
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1. Climate impact assessment May 2026 (focused on £3 combined park and ride offer)
2. Climate impact assessment April 2026 (focused on free park and ride bus offer)

# Climate Impact Assessment - May 2026 (focused on £3 combined parking and bus offer) ANNEX 4

## Summary

<b>Directorate and Service Area</b>	Economy and Place / Place Shaping
<b>What is being assessed</b>	Oxford Congestion Charge Investment Plan – proposed investment of surplus congestion charge income into Park and Ride, bus, active travel and related supporting measures.
<b>Is this a new or existing function or policy?</b>	A new investment plan linked to the congestion charge, within an existing wider policy context of congestion reduction and support for sustainable travel in Oxford.
<b>Summary of assessment</b>	The plan would use surplus congestion charge income to support a package of measures intended to reduce reliance on private car travel and improve access to Oxford by bus, Park and Ride and active travel. The proposed package includes a discounted £3 combined Park and Ride parking and bus fare product, together with wider Part 2 measures covering staff travel support, hospital access, active travel and access to employment. Overall, the assessment indicates a positive climate effect, particularly through supporting public transport use, active travel and lower-car travel, although the scale of impact will depend on uptake and detailed delivery.
<b>Completed by</b>	Steer
<b>Climate action sign off by</b>	Franco Gonzalez
<b>Director sign off by</b>	
<b>Assessment date</b>	30/04/2026



**Detail of proposal**

<b>Context / Background</b>	OCC has commissioned an EqIA and CIA to support the Cabinet decision on the Oxford Congestion Charge Investment Plan. The assessments consider the package of measures within the investment plan and both individual and cumulative impacts. The plan is structured in two parts, with Part 1 focused on the Park and Ride offer and Part 2 covering supporting measures, including staff travel support, hospital access, active travel and access to employment.
<b>Proposal</b>	The Oxford Congestion Charge Investment Plan would use surplus congestion charge income to fund a package of transport interventions intended to reduce car trips into Oxford and support lower-carbon travel. Part 1 is a discounted £3 combined Park and Ride parking and bus fare product. Fare-based and access measures also include free weekday Park and Ride parking for NHS and school staff, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants. Service provision and network enhancements comprise the proposed hospital express Park and Ride services. Active travel and enabling infrastructure would fund small-scale measures such as cycle parking and minor infrastructure upgrades. A reserve is also included to manage income risk and provide flexibility to extend or rescope measures if required. Any funding realised from the Part 1 decision is to be invested in active travel expenditure.
<b>Evidence / Intelligence</b>	The assessment is informed by discussion with Oxfordshire County Council officers during development of the Oxford Congestion Charge Investment Plan, including consideration of the different package options and the measures considered most appropriate for inclusion. This has included review of the approved £3 Park and Ride product, targeted staff travel support, hospital express Park and Ride services, active travel infrastructure, free bus travel for Connect to Work participants, and the allocation of any funding realised from the Part 1 decision to active travel expenditure. At this stage, the climate assessment is based primarily on the design and intended purpose of the proposed measures, and on officer input regarding how the package has been developed and refined. The assessment remains qualitative and proportionate to the current stage of development, recognising that some delivery details remain to be confirmed and that further scheme-specific assessment may be required as the programme progresses.
<b>Alternatives considered / rejected</b>	Alternatives were considered for Part 1 of the investment plan before agreement of the discounted £3 combined Park and Ride parking and bus fare product. A do-nothing approach would mean that surplus congestion charge income is not used to strengthen sustainable travel alternatives and would therefore not support the purpose of the investment plan. The agreed approach also enables funding realised from the Part 1 decision to be directed to active travel expenditure.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency		<p>Overall, the investment plan is expected to have a modest positive effect on transport energy efficiency, primarily through reducing private car kilometres and supporting more efficient shared and active travel choices.</p> <p>Active travel and enabling infrastructure (Medium): The investment plan includes active travel infrastructure, such as cycle parking and minor upgrades. These measures may improve the efficiency of short and local trips by enabling some journeys, or parts of journeys, to be made by walking and cycling rather than by private car. This may be particularly relevant for first and last mile access to bus corridors and Park and Ride sites.</p> <p>1 Fare-based measures (Medium): The £3 combined Park and Ride parking and bus fare product, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants may improve transport energy efficiency by shifting some trips from lower-occupancy cars to shared public transport. The effect is likely to be strongest where the Park and Ride product intercepts car trips before they enter Oxford.</p> <p>Service provision and network enhancements (Medium): The proposed hospital express Park and Ride services may improve the efficiency of access to major destinations by providing a more direct shared transport option for staff, patients and visitors. Where service improvements support greater use of bus travel and reduce inefficient car access, they may improve network-wide energy efficiency.</p>	<p>Maximise uptake of the £3 Park and Ride product, staff bus travel offers and active travel improvements through targeted communication and wayfinding. Where uptake is lower than anticipated, review barriers such as interchange quality, cycle parking provision and scheme visibility. Reflect energy-efficiency considerations in the detailed design of active travel works and in the allocation of any funding realised from the Part 1 decision.</p>	OCC programme lead, active travel delivery team, public transport team and bus operators.	At scheme mobilisation and during delivery. Monitor uptake of Park and Ride, staff travel offers and active travel measures through routine patronage data, delivery tracking and periodic review as the programme progresses.
Energy	Promotes a switch to low-carbon or renewable energy		<p>Overall, the investment plan is expected to support a shift towards lower-carbon transport, although it does so through travel behaviour and service choices rather than through direct energy interventions.</p> <p>Active travel and enabling infrastructure (High): Active travel measures support zero tailpipe emission travel through walking and cycling and may also support greater use of lower-carbon micromobility where available. Practical measures such as cycle parking and minor route improvements may make these alternatives more attractive for journeys that might otherwise be undertaken by car.</p> <p>1 Fare-based measures (Medium): The fare-led measures within the investment plan may support a shift towards lower-carbon transport by increasing bus use. Relevant examples include the £3 combined Park and Ride parking and bus fare product, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants.</p> <p>Service provision and network enhancements (Medium): The hospital express Park and Ride services may increase the use of bus travel for hospital access and may reduce reliance on private ICE vehicles where they are seen as reliable and convenient.</p>	<p>Prioritise communications and supporting measures that encourage mode shift to lower-carbon travel, including clear promotion of the £3 Park and Ride product, staff bus travel measures and active travel improvements. Direct any funding realised from the Part 1 decision towards active travel measures to retain a strong low-carbon outcome.</p>	OCC programme lead, public transport team, active travel team and bus operators.	At programme launch and at future decision points on earlier options for Part 1. Monitor patronage, take-up of discounted products and the extent to which scheme changes appear to support lower-car travel over time.
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		<p>Overall, the investment plan is expected to reduce reliance on private car use for a range of trip purposes and may reduce the perceived need for car ownership for some users.</p> <p>Active travel and enabling infrastructure (Medium): Active travel improvements may reduce dependence on the car for local journeys by making short trips more feasible without driving. The proposed cycle parking and minor upgrades may also strengthen access to Park and Ride and bus services, reducing the need to use a car for the whole journey.</p> <p>3 Fare-based measures (High): The strongest pathway is through fare and access incentives. The £3 combined Park and Ride parking and bus fare product is intended to reduce car trips into Oxford. Free weekday bus travel for NHS and school staff, together with free bus travel for Connect to Work participants, may reduce the routine need to drive for work and training-related trips.</p> <p>Service provision and network enhancements (Medium): The proposed hospital express Park and Ride services may reduce dependence on private car access for hospital-related trips by providing a more direct bus option from the edge of the city. This may not reduce the need to travel overall, but it may reduce the need to rely on car ownership for certain trip purposes.</p>	<p>Retain a strong package of non-car incentives, including the £3 Park and Ride product and the agreed investment in active travel. Ensure the hospital express Park and Ride services and staff travel measures are designed around real user needs so that non-car options remain credible alternatives to driving.</p>	OCC programme lead, public transport team, active travel team, NHS and school partners, and bus operators.	Before implementation and during operation. Monitor take-up of bus offers, Park and Ride demand, service performance and feedback from key user groups to understand whether the measures are supporting safer and more attractive access to hubs and destinations.
Transport & Connectivity	Supports active travel		<p>Overall, the investment plan is expected to support active travel directly through infrastructure funding and indirectly through measures that improve access and reduce dependency on private cars.</p> <p>Active travel and enabling infrastructure (High): This is the most direct positive pathway within the investment plan. The active travel allocation is intended for small-scale, deliverable measures such as cycle parking and minor upgrades. These measures may improve safety, convenience and accessibility for walking and cycling and may support first and last mile access to Park and Ride and bus services.</p> <p>3 Fare-based measures (Medium): Fare measures may support active travel indirectly where they encourage more multimodal journeys. For example, a user may be more willing to walk or cycle to a Park and Ride or bus stop if onward travel is affordable. The approved Part 1 decision also provides additional funding for active travel expenditure.</p> <p>Service provision and network enhancements (Medium): Improved public transport may reduce traffic on some corridors by attracting users away from private cars. If realised, this may improve the perceived safety and attractiveness of walking and cycling, including for children and less confident users.</p>	<p>Use the active travel allocation, including funding realised from the Part 1 decision, to prioritise small-scale measures that remove practical barriers to walking and cycling, especially around Park and Ride and bus access.</p>	OCC active travel delivery team and programme lead.	At scheme design, delivery and post-implementation review. Monitor delivery of infrastructure, observe use where feasible, and review whether the measures are supporting safer and more attractive access to hubs and destinations.
Transport & Connectivity	Increases use of public transport		<p>Overall, the investment plan is expected to increase the attractiveness and use of public transport, particularly for Park and Ride, commuting and access to key destinations.</p> <p>Active travel and enabling infrastructure (Medium): Active travel measures may increase the catchment of public transport by improving access to bus stops and Park and Ride sites without requiring car parking. Cycle parking and other small upgrades may be particularly valuable where access to a hub is currently difficult without driving.</p> <p>3 Fare-based measures (High): The £3 combined Park and Ride parking and bus fare product, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants all reduce cost barriers to bus use for relevant journeys. These measures are likely to increase the attractiveness of public transport, and therefore increase regular use.</p> <p>Service provision and network enhancements (High): The hospital express Park and Ride services are specifically intended to improve bus access to Oxford hospitals for staff, patients and visitors. Greater directness, convenience and reliability on these links may increase public transport use where conventional bus access or hospital parking is currently a barrier.</p>	<p>Maintain clear communications on eligibility and use of the £3 Park and Ride product, NHS and school staff bus travel and Connect to Work support. Ensure the hospital express Park and Ride services are designed to be reliable and legible.</p>	OCC public transport team, programme lead, bus operators and relevant delivery partners.	At launch and through the delivery period. Monitor patronage, Park and Ride demand, use of discounted products and service reliability, and review whether public transport use is increasing among intended user groups.

			Overall, the investment plan is expected to support transport electrification indirectly by strengthening demand for lower-emission public transport and supporting lower-emission access modes.			
Transport & Connectivity	Accelerates electrification of transport		<p>Active travel and enabling infrastructure (Medium): Active travel infrastructure may support greater use of e-bikes and other low-emission micromobility where available. Although the plan does not directly fund electrification assets, facilities such as cycle parking may help normalise electrified short-distance travel.</p> <p>1 Fare-based measures (Medium): Fare incentives may increase demand for zero-emission bus services by making bus travel more attractive relative to private cars. The most relevant examples are the £3 combined Park and Ride parking and bus fare product and staff-focused free bus travel.</p> <p>Service provision and network enhancements (Medium): The hospital express Park and Ride services may require or justify continued investment in modern bus fleets over time. If these services are introduced or expanded using lower-emission vehicles, the investment plan may indirectly support transport electrification, although this depends on operator and funding decisions outside the plan itself.</p>	Where service contracts, fleet decisions or supporting works are developed, continue to favour lower-emission fleet deployment and infrastructure where feasible. If future allocations support public transport infrastructure, consider whether those investments can enable lower-emission operations. Keep under review whether additional supporting measures are required to maintain a positive electrification effect.	OCC programme lead, public transport team and bus operators.	At service planning and future funding decisions. Monitor fleet composition where relevant, together with patronage on services expected to support lower-emission travel.
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
			Overall, the investment plan is expected to have an indirect positive effect on biodiversity and environmental quality through reductions in traffic-related pressures, although it does not include direct ecological enhancement measures.			
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		<p>Active travel and enabling infrastructure (Medium): Active travel measures may contribute indirectly to a less traffic-dominated street environment where they support mode shift away from private car use. Lower traffic levels may reduce noise and air pollution in some locations, which may benefit urban environmental quality relevant to biodiversity.</p> <p>1 Fare-based measures (Medium): The £3 Park and Ride product and staff-focused free bus travel are intended to reduce car trips into Oxford. To the extent that these measures reduce traffic and emissions, they may indirectly reduce pressures on biodiversity and the wider urban environment.</p> <p>Service provision and network enhancements (Medium): The hospital express Park and Ride services may displace some car trips to major sites and therefore may contribute to local environmental improvements through reduced traffic. However, the plan does not include direct habitat creation or ecological restoration, so impacts remain indirect.</p>	Where active travel or public transport works are taken forward, identify opportunities to minimise adverse construction effects and, where proportionate, incorporate environmental enhancements. Monitor whether traffic or environmental pressures are displaced to other locations and consider local mitigation if this emerges as a material issue.	OCC programme lead, active travel delivery team and relevant scheme designers.	At scheme design and through delivery. Monitor implementation, local environmental feedback and any available traffic or air quality information relevant to areas affected by the measures.
Nature	Develops blue and green infrastructure	N/A				
			Overall, the investment plan may improve access to green spaces by making non-car journeys easier and more affordable, although the scale of effect will depend on detailed connectivity and uptake.			
Nature	Improves access to nature and green spaces		<p>Active travel and enabling infrastructure (Medium): Small-scale walking and cycling improvements may make local parks and green spaces easier to reach without using a car, especially for short leisure trips and local recreational travel.</p> <p>1 Fare-based measures (Medium): Lower-cost bus travel may reduce affordability barriers to discretionary trips, including access to parks and open spaces.</p> <p>Service provision and network enhancements (Medium): Service enhancements may improve connectivity to destinations beyond the immediate neighbourhood, which could widen access to green spaces where public transport coverage is currently limited. The scale of impact will depend on route coverage and the distribution of benefits.</p>	Where active travel and bus measures are designed in more detail, consider whether they can improve access to parks and open spaces as part of wider accessibility benefits. Review whether active travel expenditure funded through the Part 1 decision can also support access to local destinations.	OCC programme lead, active travel team and public transport team.	At detailed design and service planning stages. Monitor uptake and user feedback where measures are likely to influence access to local destinations.
			Overall, the investment plan is expected to reduce transport fuel consumption where it supports mode shift away from private car use, although wider material consumption effects are limited.			
Waste & Consumption	Reduces overall consumption		<p>Active travel and enabling infrastructure (Medium): Where active travel improvements replace short car trips, they may reduce fuel consumption directly and support lower resource use per trip.</p> <p>1 Fare-based measures (Medium): Measures such as the £3 Park and Ride product and free bus travel for targeted groups may reduce fuel consumption by shifting travel from private cars to shared public transport. This is likely to be most pronounced where the measure reduces inbound car travel into Oxford.</p> <p>Service provision and network enhancements (Medium): Improved bus services, including hospital express Park and Ride links, may reduce the overall fuel intensity of access to key destinations if they displace private car trips. Wider consumption effects beyond transport are limited.</p>	Maximise the extent of mode shift by maintaining a strong package of fare incentives and deliverable active travel measures. Review whether service performance or infrastructure gaps are limiting the programme's ability to reduce private car kilometres and associated fuel consumption.	OCC programme lead, active travel team, public transport team and bus operators.	During delivery and review stages. Monitor patronage, Park and Ride use and implementation of active travel measures as proxy indicators of reduced car-based fuel consumption.
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
			Overall, the investment plan may provide a small positive contribution through transport flexibility and long-term mitigation, but direct adaptation effects are limited at plan level.			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)		<p>Active travel and enabling infrastructure (Medium): Active travel measures may increase local transport redundancy by providing an alternative to car-based access for short trips during some forms of disruption. Benefits are likely to vary depending on route quality, maintenance and the nature of the weather event.</p> <p>1 Fare-based measures (Low): Fare measures may support longer-term mitigation through lower car use and emissions, but they do not directly improve adaptation to extreme weather. Their contribution is therefore secondary and diffuse.</p> <p>Service provision and network enhancements (Low): Service enhancements may provide additional travel options during disruption, for example through better access to hospitals via Park and Ride. However, the plan does not include targeted adaptation measures, so direct resilience gains are limited.</p>	Where active travel measures and service changes are developed, ensure they are designed and operated in a way that remains usable during typical weather disruption, including maintenance and operational planning where relevant. Keep under review whether the programme is creating practical alternatives to car use during disruption.	OCC programme lead, active travel team, public transport team and operators.	At scheme design and operational review. Monitor service reliability, user feedback and any issues arising during disruption events.
			Overall, the investment plan may provide a moderate positive contribution to transport and community resilience by reducing pressure on the road network and improving alternatives to private car travel.			
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		<p>Active travel and enabling infrastructure (Medium): Active travel improvements may support local accessibility when car travel is constrained and may provide some network redundancy for short trips. This may be relevant to community resilience and access to local services.</p> <p>1 Fare-based measures (Medium): Fare-led mode shift may reduce pressure on the road network and support more reliable access to services. Examples include the £3 Park and Ride product and staff-focused free bus travel, which may reduce car-based demand at peak times.</p> <p>Service provision and network enhancements (Medium): The hospital express Park and Ride services may improve resilience of access to a key destination category by reducing dependence on direct car access and constrained hospital parking. This may strengthen transport resilience for some users, although outcomes will depend on service performance and uptake.</p>	Use the programme to strengthen alternatives to private car access for key journeys, particularly through the hospital express Park and Ride services and staff-focused travel support. Review whether any communities or key destinations remain poorly served and whether targeted adjustments are needed.	OCC programme lead, public transport team, active travel team, NHS and school partners, and bus operators.	During mobilisation and periodic review. Monitor uptake, service performance and feedback from key destinations and user groups to understand whether resilience benefits are being realised.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
			Overall, the investment plan is expected to align positively with climate action and the path to net zero as it prioritises lower-car, lower-carbon travel choices and supporting infrastructure. Investments will aim to reduce wholelife carbon following Policy 27 of LTCP.			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		<p>Active travel and enabling infrastructure (High): The active travel infrastructure budget, including additional funding realised from the Part 1 decision, is directly aligned with climate action as it supports zero tailpipe emission travel and may reduce short car trips.</p> <p>2 Fare-based measures (High): The fare package is clearly framed around mode shift and reduced car travel. Key examples are the £3 Park and Ride product, free weekday bus travel for NHS and school staff, and free travel for Connect to Work participants.</p> <p>Service provision and network enhancements (Medium): The hospital express Park and Ride services support climate action by improving the public transport offer for a major trip purpose. The link to net zero is positive but depends on whether the service changes deliver sustained mode shift away from private car use.</p>	Maintain the package focus on lower-car, lower-carbon travel. Use the active travel funding associated with the Part 1 decision to preserve and strengthen climate benefits. Revisit the CIA as the programme evolves to ensure consistency with climate objectives.	OCC programme lead with input from the Climate Action team where appropriate.	At each major programme decision point and as individual schemes are refined. Monitor delivery against the agreed package and update the assessment if scope changes materially.

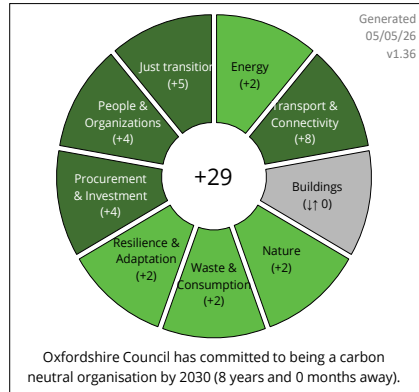
People & Organizations	Drives behavioural change to address the climate and ecological emergency	<p>Overall, the investment plan is expected to support behaviour change through a combination of cost, convenience and access measures, with the strongest effects likely where incentives are most visible to users.</p> <p>Active travel and enabling infrastructure (Medium): Improved active travel conditions may support behaviour change by making walking and cycling more practical for everyday journeys and for access to public transport.</p> <p>2 Fare-based measures (High): Lower fares are one of the main ways this package could encourage people to use public transport instead of driving. The E3 combined Park and Ride parking and bus fare product, free weekday bus travel for NHS and school staff, and free travel for Connect to Work participants all make bus travel cheaper for the people using those offers.</p> <p>Service provision and network enhancements (Medium): Behaviour change is more likely to persist where public transport is seen as reliable and convenient. The hospital express Park and Ride services may therefore reinforce behavioural change by improving the practical quality of the alternative to driving.</p>	Develop a clear communication and engagement approach so that intended users understand the travel offers, eligibility and alternatives to private car use. Tailor messaging for key groups, including staff cohorts and Connect to Work participants, and review whether additional support is required where behaviour change is weaker than expected.	OCC programme lead, communications team, partner employers and bus operators.	Before launch and during implementation. Monitor product take-up, service usage and stakeholder feedback to assess whether behaviour change is occurring as intended.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	<p>Overall, the investment plan may support some organisational change, particularly in relation to staff travel, but wider systemic impacts are likely to remain modest without complementary policy measures.</p> <p>Active travel and enabling infrastructure (Low): Active travel measures may support workplace travel planning and commuting choices, but on their own they are unlikely to drive organisational or systemic change.</p> <p>1 Fare-based measures (Medium): The targeted staff-focused measures may support employer-led change by making sustainable commuting more credible for NHS and school staff. Free weekday bus travel and free weekday Park and Ride parking for those groups may help organisations encourage lower-car travel patterns, although the plan does not require formal organisational commitments.</p> <p>Service provision and network enhancements (Low): Service improvements may support institutional travel strategies indirectly, especially in relation to hospital access, but wider systemic change would require complementary governance or policy measures beyond those set out in the plan.</p>	Work with NHS bodies, schools and other partners to integrate the staff travel measures into wider travel planning and internal communications. Encourage partner organisations to promote sustainable travel choices so that the programme contributes to longer-term organisational change.	OCC programme lead with NHS, school and other partner organisations.	At implementation and through ongoing partnership engagement. Monitor participation by partner organisations and review whether the measures are influencing staff travel behaviour.
Just transition	Promotes green innovation and job creation	<p>Overall, the investment plan may support some green jobs and service innovation, although these effects are likely to be moderate and indirect at programme level.</p> <p>Active travel and enabling infrastructure (Medium): Delivery of active travel measures may support jobs in design, construction, installation and maintenance. Although the works are relatively small scale, they may still support local supply chains.</p> <p>1 Fare-based measures (Low): Fare measures are less likely to generate direct new employment, although they may support service demand and revenue.</p> <p>Service provision and network enhancements (Medium): Additional service provision, particularly the hospital express Park and Ride services, may support operational jobs and may encourage service design innovation in how Park and Ride is used to serve key destinations. These effects are positive but likely to be modest at programme scale.</p>	Where feasible, use the programme to support innovative but practical delivery models, such as new service approaches or integration between active travel and Park and Ride access. Keep expectations proportionate and ensure any innovation remains focused on deliverability and value for money.	OCC programme lead, active travel team and delivery partners.	During detailed scheme development and implementation. Monitor delivery activity and any evident operational or supply-chain benefits associated with the programme.
Just transition	Promotes health and wellbeing	<p>Overall, the investment plan is expected to support health and wellbeing through a combination of active travel, improved access and reduced exposure to traffic-related harms.</p> <p>Active travel and enabling infrastructure (High): Active travel measures may increase walking and cycling and therefore physical activity, with associated wellbeing benefits. Small-scale improvements such as cycle parking and safer local links may be particularly relevant where they help people incorporate active travel into routine journeys.</p> <p>3 Fare-based measures (Medium): Fare incentives may support health and wellbeing indirectly by reducing car dependency and improving access to work, services and opportunities. Measures such as free bus travel for Connect to Work participants may be particularly relevant where affordable travel supports access to employment.</p> <p>Service provision and network enhancements (Medium): Improved hospital express Park and Ride services may support health and wellbeing by improving access to healthcare destinations for staff, patients and visitors. Across the wider package, if mode shift reduces traffic and emissions, there may also be local air quality and safety co-benefits.</p>	Design and target the measures so that they improve safe access to work, healthcare and everyday destinations, while also supporting active travel where feasible. For any emerging adverse effects, such as localised traffic pressures, consider whether targeted mitigation or adjustment is required as the programme progresses.	OCC programme lead, public transport team, NHS partners and bus operators.	During implementation and review. Monitor uptake, feedback from users and any available information on access, traffic conditions and scheme performance relevant to health and wellbeing outcomes.
Just transition	Reduces poverty and inequality	<p>Overall, the investment plan may make a modest positive contribution to reducing poverty and inequality by lowering some transport cost barriers and improving access to employment, services and key destinations, although the scale of impact is likely to vary between groups and is better understood alongside the EqIA.</p> <p>Active travel and enabling infrastructure (Low): The active travel allocation is relatively small and focused on deliverable measures such as cycle parking and minor infrastructure upgrades. On its own, this is unlikely to have a major distributional effect. However, where these measures improve safe and convenient access for local trips or first and last mile connections, they may help reduce the cost of travel for people who are able to walk or cycle rather than rely on paid-for motorised travel.</p> <p>1 Fare-based measures (High): This is the clearest route through which the package may address poverty and inequality. Free bus travel for Connect to Work participants is directly intended to improve access to employment, which may reduce transport affordability barriers for people seeking work. Free weekday bus travel for NHS and school staff may reduce commuting costs for those groups, and the E3 Park and Ride product may reduce the cost of accessing Oxford for some users who would otherwise drive into the city.</p> <p>Service provision and network enhancements (Medium): The proposed hospital express Park and Ride services may reduce barriers to accessing hospitals for staff, patients and visitors by improving the public transport offer to key health destinations. This may be particularly relevant where high parking costs, limited parking supply or poor public transport connectivity currently make access more difficult. The distributional effect is still likely to depend on who is able to use the service and how well it meets the needs of lower-income or transport-disadvantaged users.</p>	Target the affordability elements of the package towards groups most likely to benefit. This includes maintaining free bus travel for Connect to Work participants and staff travel support, while using the EqIA and ongoing engagement to identify whether additional mitigation is needed for groups facing residual affordability barriers.	OCC programme lead, public transport team, partner employers and relevant stakeholder groups.	At implementation and review of future funding choices. Monitor take-up of discounted products by intended cohorts, gather stakeholder feedback and revisit the EqIA and CIA as the programme develops.
Just transition	Promotes inclusion and participation	<p>Overall, the investment plan is expected to make a positive contribution to inclusion and participation by improving affordability, widening non-car access to key destinations, and supporting more people to travel for work, education, healthcare and other activities without relying on a private car.</p> <p>Active travel and enabling infrastructure (Medium): The active travel allocation may support inclusion by improving the practical usability of local walking and cycling routes and by making first and last mile access to bus stops and Park and Ride sites easier. Measures such as cycle parking and minor upgrades are unlikely to transform access on their own, but they may improve participation for users who are already close to key destinations or who need better connections to public transport. The extent of benefit will depend on the detailed design of individual schemes and whether they are accessible to a wide range of users.</p> <p>2 Fare-based measures (Medium): The package contains several measures that may directly improve inclusion by reducing the cost barrier to travel. Free bus travel for Connect to Work participants may support participation in employment support and access to jobs. Free weekday bus travel for NHS and school staff may support continued access to work. The E3 Park and Ride product may widen access to Oxford city centre for some users who would otherwise face higher travel costs.</p> <p>Service provision and network enhancements (Medium): The hospital express Park and Ride services may make a meaningful contribution to inclusion by improving access to healthcare destinations for staff, patients and visitors. This is likely to be important where hospital access by car is constrained or where existing public transport is indirect or inconvenient. More broadly, service improvements may support participation by making bus travel more reliable and practical for key trip purposes, although the strength of this effect will depend on frequency, operating pattern and who is able to benefit from the service changes.</p>	Ensure that measures are easy to understand and practically accessible, with clear eligibility criteria and accessible communications. Use the hospital express Park and Ride services, staff offers and Connect to Work support to strengthen access to healthcare, employment and training. If additional funding is available, consider whether group, youth or disability-focused discounts can widen inclusion further.	OCC programme lead, communications team, public transport team, delivery partners and bus operators.	Before launch and during delivery. Monitor take-up, user feedback and any evidence that specific groups are not benefiting as intended, and refine the package where appropriate.

# Climate Impact Assessment - April 2026 (focused on free park and ride bus offer)

## Summary

Preview

<b>Directorate and Service Area</b>	
<b>What is being assessed</b>	Oxford Congestion Charge Investment Plan – proposed investment of surplus congestion charge income into Park and Ride, bus, active travel and related supporting measures.
<b>Is this a new or existing function or policy?</b>	A new investment plan linked to the congestion charge, within an existing wider policy context of congestion reduction and support for sustainable travel in Oxford.
<b>Summary of assessment</b>	The plan would use surplus congestion charge income to support a package of measures intended to reduce reliance on private car travel and improve access to Oxford by bus, Park and Ride and active travel. The package includes a proposed Part 1 Park and Ride offer and a wider set of Part 2 measures covering staff travel support, hospital access, active travel and access to employment. Overall, the assessment indicates a positive climate effect, particularly through supporting public transport use, active travel and lower-car travel, although the scale of impact will depend on uptake, detailed delivery and the final decision on the Part 1 offer.
<b>Completed by</b>	Steer
<b>Climate action sign off by</b>	
<b>Director sign off by</b>	
<b>Assessment date</b>	08-Apr-26



**Detail of proposal**

<b>Context / Background</b>	OCC has commissioned an EqIA and CIA to support the Cabinet decision on the Oxford Congestion Charge Investment Plan. The assessments cover both the recommended schemes and the alternative options within the investment plan, and consider both individual and cumulative impacts. The plan is structured in two parts, with Part 1 focused on the Park and Ride offer and Part 2 covering supporting measures, including staff travel support, hospital access, active travel and access to employment.
<b>Proposal</b>	The Oxford Congestion Charge Investment Plan would use surplus congestion charge income to fund a package of transport interventions intended to reduce car trips into Oxford and support lower-carbon travel. Part 1 remains subject to Cabinet decision and relates to the Park and Ride fare offer. The recommended option is a free Park and Ride return bus offer, although alternative Park and Ride pricing options are also under consideration. The package includes four main types of intervention. Fare-based and access measures include the proposed free Park and Ride return bus offer, free weekday Park and Ride parking for NHS and school staff, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants. Service provision and network enhancements comprise the proposed hospital express Park and Ride services. Active travel and enabling infrastructure would fund small-scale measures such as cycle parking and minor infrastructure upgrades. A reserve is also included to manage income risk and provide flexibility to extend or rescope measures if required.
<b>Evidence / Intelligence</b>	The assessment is informed by discussion with Oxfordshire County Council officers during development of the Oxford Congestion Charge Investment Plan, including consideration of the different package options and the measures considered most appropriate for inclusion. This has included review of the proposed Park and Ride offer, targeted staff travel support, hospital express Park and Ride services, active travel infrastructure, free bus travel for Connect to Work participants, and the alternative Part 1 options and reinvestment approach set out in the plan. At this stage, the climate assessment is therefore based primarily on the design and intended purpose of the proposed measures, and on officer input regarding how the package has been developed and refined. The assessment remains qualitative and proportionate to the current stage of development, recognising that some delivery details remain to be confirmed and that further scheme-specific assessment may be required as the programme progresses.
<b>Alternatives considered / rejected</b>	The principal alternatives considered relate to Part 1 of the investment plan, where four alternatives to the recommended free Park and Ride return bus offer have been identified. These options would generate different levels of savings, which could be reinvested in active travel, public transport infrastructure and additional fare discounts. A do-nothing approach would mean that surplus congestion charge income is not used to strengthen sustainable travel alternatives and would therefore not support the purpose of the investment plan.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	1	Overall, the investment plan is expected to have a modest positive effect on transport energy efficiency, primarily through reducing private car kilometres and supporting more efficient shared and active travel choices.  Active travel and enabling infrastructure (Medium): The investment plan includes £500k for active travel infrastructure, such as cycle parking and minor upgrades. These measures may improve the efficiency of short and local trips by enabling some journeys, or parts of journeys, to be made by walking and cycling rather than by private car. This may be particularly relevant for first and last mile access to bus corridors and Park and Ride sites.	Maximise uptake of the free Park and Ride return bus offer, staff bus travel offers and active travel improvements through targeted communication and wayfinding. Where uptake is lower than anticipated, review barriers such as interchange quality, cycle parking provision and scheme visibility. Reflect energy-efficiency considerations in the detailed design of active travel works and in any future reallocation of Annex 3 savings.	OCC program me lead, active travel delivery team, public transport team and bus operators.	At scheme mobilisation and during delivery. Monitor uptake of Park and Ride, staff travel offers and active travel measures through routine patronage data, delivery tracking and periodic review as the programme progresses.
Energy	Promotes a switch to low-carbon or renewable energy	1	Fare-based measures (Medium): The free Park and Ride return bus offer, free weekday bus travel for NHS Overall, the investment plan is expected to support a shift towards lower-carbon transport, although it does so through travel behaviour and service choices rather than through direct energy interventions.  Active travel and enabling infrastructure (High): Active travel measures support zero tailpipe emission travel through walking and cycling and may also support greater use of lower-carbon micromobility where available. Practical measures such as cycle parking and minor route improvements may make these alternatives more attractive for journeys that might otherwise be undertaken by car.	Prioritise communications and supporting measures that encourage mode shift to lower-carbon travel, including clear promotion of the Park and Ride offer, staff bus travel measures and active travel improvements. If Annex 3 options are pursued, direct any savings towards additional bus fare discounts and active travel measures to retain a strong low-carbon outcome.	OCC program me lead, public transport team, active travel team and bus operators.	At programme launch and at future decision points on Annex 3 options. Monitor patronage, take-up of discounted products and the extent to which scheme changes appear to support lower-car travel over time.
Energy	Promotes resilient, local, smart energy systems	N/A	Fare-based measures (Medium): The fare-led measures within the investment plan may support a shift towards lower-carbon transport by			

Overall, the investment plan is expected to reduce reliance on private car use for a range of trip purposes and may reduce the perceived need for car ownership for some users.

Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	<p>Active travel and enabling infrastructure (Medium): Active travel improvements may reduce dependence on the car for local journeys by making short trips more feasible without driving. The proposed cycle parking and minor upgrades may also strengthen access to Park and Ride and bus services, reducing the need to use a car for the whole journey.</p> <p>Fare-based measures (High): The strongest pathway is through fare and access incentives. The free Park and Ride return bus offer is explicitly intended to reduce car trips into Oxford. Free weekday bus travel for NHS and school staff, together with Overall, the investment plan is expected to support active travel directly through infrastructure funding and indirectly through measures that improve access and reduce dependency on private cars.</p>	<p>Retain a strong package of non-car incentives, including the free Park and Ride return bus offer or, if an Annex 3 option is chosen, reinvest savings in bus discounts and active travel. Ensure the hospital express Park and Ride services and staff travel measures are designed around real user needs so that non-car options remain credible alternatives to driving.</p> <p>Use the active travel allocation to prioritise small-scale measures that remove practical barriers to walking and cycling, especially around Park and Ride and bus access. Where Annex 3 savings are available, consider directing the additional active travel allocation towards locations that strengthen first and last mile access and support inclusive design.</p> <p>Maintain clear communications on eligibility and use of the free Park and Ride return bus offer, NHS and school staff bus travel and Connect to Work support. Ensure the hospital express Park and Ride services are designed to be reliable and legible. If Annex 3 options are selected, use reinvestment in season ticket discounts, under-19 discounts, group tickets or disability concessions to sustain public transport attractiveness.</p> <p>Where service contracts, fleet decisions or supporting works are developed, continue to favour lower-emission fleet deployment and infrastructure where feasible. If future allocations support public transport infrastructure, consider whether those investments can enable lower-emission operations. Keep under review whether additional supporting measures are required to maintain a positive electrification effect.</p>	<p>OCC program lead, public transport team, active travel team, NHS and school partners, and bus operators.</p> <p>OCC active travel delivery team and program lead.</p> <p>OCC public transport team, program lead, bus operators and relevant delivery partners.</p> <p>OCC program lead, public transport team and bus operators.</p>	<p>Before implementation and during operation. Monitor take-up of bus offers, Park and Ride demand, service performance and feedback from key user groups to understand whether the package is reducing reliance on private cars.</p> <p>At scheme design, delivery and post-implementation review. Monitor delivery of infrastructure, observe use where feasible, and review whether the measures are supporting safer and more attractive access to hubs and destinations.</p> <p>At launch and through the delivery period. Monitor patronage, Park and Ride demand, use of discounted products and service reliability, and review whether public transport use is increasing among intended user groups.</p> <p>At service planning and future funding decisions. Monitor fleet composition where relevant, together with patronage on services expected to support lower-emission travel.</p>
Transport & Connectivity	Supports Active Travel	<p>Active travel and enabling infrastructure (High): This is the most direct positive pathway within the investment plan. The £500k allocation for active travel infrastructure is intended for small-scale, deliverable measures such as cycle parking and minor upgrades. These measures may improve safety, convenience and accessibility for walking and cycling and may support first and last mile access to Park and Ride and bus services.</p> <p>Fare-based measures (Medium): Fare measures may support active travel indirectly where they encourage more multimodal journeys. For Overall, the investment plan is expected to increase the attractiveness and use of public transport, particularly for Park and Ride, commuting and access to key destinations.</p>	<p>Use the active travel allocation to prioritise small-scale measures that remove practical barriers to walking and cycling, especially around Park and Ride and bus access. Where Annex 3 savings are available, consider directing the additional active travel allocation towards locations that strengthen first and last mile access and support inclusive design.</p>	<p>OCC active travel delivery team and program lead.</p>	<p>At scheme design, delivery and post-implementation review. Monitor delivery of infrastructure, observe use where feasible, and review whether the measures are supporting safer and more attractive access to hubs and destinations.</p>
Transport & Connectivity	Increases use of public transport	<p>Active travel and enabling infrastructure (Medium): Active travel measures may increase the catchment of public transport by improving access to bus stops and Park and Ride sites without requiring car parking. Cycle parking and other small upgrades may be particularly valuable where access to a hub is currently difficult without driving.</p> <p>Fare-based measures (High): Free Park and Ride return bus offer, free weekday bus travel for NHS and school staff, and free bus travel for Connect to Work participants all reduce cost barriers to bus use. Annex 3 also identifies possible reinvestment Overall, the investment plan is expected to support transport electrification indirectly by strengthening demand for lower-emission public transport and supporting lower-emission access modes.</p>	<p>Maintain clear communications on eligibility and use of the free Park and Ride return bus offer, NHS and school staff bus travel and Connect to Work support. Ensure the hospital express Park and Ride services are designed to be reliable and legible. If Annex 3 options are selected, use reinvestment in season ticket discounts, under-19 discounts, group tickets or disability concessions to sustain public transport attractiveness.</p>	<p>OCC public transport team, program lead, bus operators and relevant delivery partners.</p>	<p>At launch and through the delivery period. Monitor patronage, Park and Ride demand, use of discounted products and service reliability, and review whether public transport use is increasing among intended user groups.</p>
Transport & Connectivity	Accelerates electrification of transport	<p>Active travel and enabling infrastructure (Medium): Active travel infrastructure may support greater use of e-bikes and other low-emission micromobility where available. Although the plan does not directly fund electrification assets, facilities such as cycle parking may help normalise electrified short-distance travel.</p> <p>Fare-based measures (Medium): Fare incentives may increase demand for zero-emission bus services by making bus travel more attractive relative to private cars. The most relevant examples are the free Park</p>	<p>Where service contracts, fleet decisions or supporting works are developed, continue to favour lower-emission fleet deployment and infrastructure where feasible. If future allocations support public transport infrastructure, consider whether those investments can enable lower-emission operations. Keep under review whether additional supporting measures are required to maintain a positive electrification effect.</p>	<p>OCC program lead, public transport team and bus operators.</p>	<p>At service planning and future funding decisions. Monitor fleet composition where relevant, together with patronage on services expected to support lower-emission travel.</p>
Buildings	Promotes net zero new builds and developments			N/A	
Buildings	Accelerates retrofitting of existing buildings			N/A	

			Overall, the investment plan is expected to have an indirect positive effect on biodiversity and environmental quality through reductions in traffic-related pressures, although it does not include direct ecological enhancement measures.			
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	1	Active travel and enabling infrastructure (Medium): Active travel measures may contribute indirectly to a less traffic-dominated street environment where they support mode shift away from private car use. Lower traffic levels may reduce noise and air pollution in some locations, which may benefit urban environmental quality relevant to biodiversity.	Where active travel or public transport works are taken forward, identify opportunities to minimise adverse construction effects and, where proportionate, incorporate environmental enhancements. Monitor whether traffic or environmental pressures are displaced to other locations and consider local mitigation if this emerges as a material issue.	OCC program me lead, active travel delivery team and relevant scheme designers.	At scheme design and through delivery. Monitor implementation, local environmental feedback and any available traffic or air quality information relevant to areas affected by the measures.
Nature	Develops blue and green infrastructure	N/A	Fare-based measures (Medium): The free Park and Ride return bus offer and staff-focused free bus travel are intended to reduce car trips into Oxford. To the extent that these			
			Overall, the investment plan may improve access to green spaces by making non-car journeys easier and more affordable, although the scale of effect will depend on detailed connectivity and uptake.			
Nature	Improves access to nature and green spaces	1	Active travel and enabling infrastructure (Medium): Small-scale walking and cycling improvements may make local parks and green spaces easier to reach without using a car, especially for short leisure trips and local recreational travel.	Where active travel and bus measures are designed in more detail, consider whether they can improve access to parks and open spaces as part of wider accessibility benefits. If Annex 3 savings are reinvested in discounted group or under-19 travel, review whether those products also support affordable leisure access.	OCC program me lead, active travel team and public transport team.	At detailed design and service planning stages. Monitor uptake and user feedback where measures are likely to influence access to local destinations.
			Fare-based measures (Medium): Lower-cost bus travel and discounted micromobility may reduce affordability barriers to discretionary trips, including access to parks and open spaces. This may be particularly relevant where Annex 3 savings are redirected to additional bus fare discounts such as group tickets or			
			Overall, the investment plan is expected to reduce transport fuel consumption where it supports mode shift away from private car use, although wider material consumption effects are limited.			
Waste & Consumption	Reduces overall consumption	1	Active travel and enabling infrastructure (Medium): Where active travel improvements replace short car trips, they may reduce fuel consumption directly and support lower resource use per trip.	Maximise the extent of mode shift by maintaining a strong package of fare incentives and deliverable active travel measures. Review whether service performance or infrastructure gaps are limiting the programme's ability to reduce private car kilometres and associated fuel consumption.	OCC program me lead, active travel team, public transport team and bus operators.	During delivery and review stages. Monitor patronage, Park and Ride use and implementation of active travel measures as proxy indicators of reduced car-based fuel consumption.
			Fare-based measures (Medium): Measures such as the free Park and Ride return bus offer and free bus travel for targeted groups may reduce fuel consumption by shifting travel from private cars to shared public transport. This is likely to be most pronounced where the measure reduces inbound car travel into Oxford.			
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
			Overall, the investment plan may provide a small positive contribution through transport flexibility and long-term mitigation, but direct adaptation effects are limited at plan level.			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	1	Active travel and enabling infrastructure (Medium): Active travel measures may increase local transport redundancy by providing an alternative to car-based access for short trips during some forms of disruption. Benefits are likely to vary depending on route quality, maintenance and the nature of the weather event.	Where active travel measures and service changes are developed, ensure they are designed and operated in a way that remains usable during typical weather disruption, including maintenance and operational planning where relevant. Keep under review whether the programme is creating practical alternatives to car use during disruption.	OCC program me lead, active travel team, public transport team and operators.	At scheme design and operational review. Monitor service reliability, user feedback and any issues arising during disruption events.
			Fare-based measures (Low): Fare measures may support longer-term mitigation through lower car use and emissions, but they do not directly improve adaptation to extreme weather. Their contribution is therefore secondary and diffuse.			

			Overall, the investment plan may provide a moderate positive contribution to transport and community resilience by reducing pressure on the road network and improving alternatives to private car travel.			
Resilience & Adaptation	Increases resilience of council Service Provision and Network Enhancements Provision and Network Enhancements, communities, energy systems, transport infrastructure and/or supply chains	1	Active travel and enabling infrastructure (Medium): Active travel improvements may support local accessibility when car travel is constrained and may provide some network redundancy for short trips. This may be relevant to community resilience and access to local services.  Fare-based measures (Medium): Fare-led mode shift may reduce pressure on the road network and support more reliable access to services. Examples include the free Park and Ride return bus offer and staff-focused free bus travel, which	Use the programme to strengthen alternatives to private car access for key journeys, particularly through the hospital express Park and Ride services and staff-focused travel support. Review whether any communities or key destinations remain poorly served and whether targeted adjustments are needed.	OCC program me lead, public transport team, active travel team, NHS and school partners, and bus operators.	During mobilisation and periodic review. Monitor uptake, service performance and feedback from key destinations and user groups to understand whether resilience benefits are being realised.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A	Overall, the investment plan is expected to align positively with climate action and the path to net zero as it prioritises lower-car, lower-carbon travel choices and supporting infrastructure.			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	2	Active travel and enabling infrastructure (High): The dedicated active travel infrastructure budget is directly aligned with climate action because it supports zero tailpipe emission travel and may reduce short car trips.  Fare-based measures (High): The fare package is clearly framed around mode shift and reduced car travel. Key examples are the free Park and Ride return bus offer, free weekday bus travel for NHS and school staff, and free travel for Connect to Work participants. Annex 3 also shows that, if savings are generated, officers propose	Maintain the package focus on lower-car, lower-carbon travel. If changes are made to the Part 1 offer, use the Annex 3 reinvestment principles to preserve climate benefits through active travel, public transport infrastructure and additional fare discounts. Revisit the CIA as the programme evolves to ensure consistency with climate objectives.	OCC program me lead with input from the Climate Action team where appropriate.	At each major programme decision point and as individual schemes are refined. Monitor delivery against the agreed package and update the assessment if scope changes materially.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	Overall, the investment plan is expected to support behaviour change through a combination of cost, convenience and access measures, with the strongest effects likely where incentives are most visible to users.  Active travel and enabling infrastructure (Medium): Improved active travel conditions may support behaviour change by making walking and cycling more practical for everyday journeys and for access to public transport.  Fare-based measures (High): Lower fares are one of the main ways this package could encourage people to use public transport instead of driving. Free return bus travel from Park and Ride sites, free weekday bus travel for NHS and school staff, and free travel for Connect to Work participants all make bus travel cheaper for the people using those  Overall, the investment plan may support some organisational change, particularly in relation to staff travel, but wider systemic impacts are likely to remain modest without complementary policy measures.	Develop a clear communication and engagement approach so that intended users understand the travel offers, eligibility and alternatives to private car use. Tailor messaging for key groups, including staff cohorts and Connect to Work participants, and review whether additional support is required where behaviour change is weaker than expected.	OCC program me lead, communications team, partner employers and bus operators.	Before launch and during implementation. Monitor product take-up, service usage and stakeholder feedback to assess whether behaviour change is occurring as intended.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1	Active travel and enabling infrastructure (Low): Active travel measures may support workplace travel planning and commuting choices, but on their own they are unlikely to drive organisational or systemic change.  Fare-based measures (Medium): The targeted staff-focused measures may support employer-led change by making sustainable commuting more credible for NHS and school staff. Free weekday bus travel and free weekday Park and Ride parking for those groups may help organisations encourage lower-car travel patterns, although the plan does not require	Work with NHS bodies, schools and other partners to integrate the staff travel measures into wider travel planning and internal communications. Encourage partner organisations to promote sustainable travel choices so that the programme contributes to longer-term organisational change.	OCC program me lead with NHS, school and other partner organisations.	At implementation and through ongoing partnership engagement. Monitor participation by partner organisations and review whether the measures are influencing staff travel behaviour.

		Overall, the investment plan may support some green jobs and service innovation, although these effects are likely to be moderate and indirect at programme level.		
Just transition	Promotes green innovation and job creation	<p>Active travel and enabling infrastructure (Medium): Delivery of active travel measures may support jobs in design, construction, installation and maintenance. Although the works are relatively small scale, they may still support local supply chains.</p> <p>Fare-based measures (Low): Fare measures are less likely to generate direct new employment, although they may support service demand and revenue.</p>	<p>Where feasible, use the programme to support innovative but practical delivery models, such as new service approaches or integration between active travel and Park and Ride access. Keep expectations proportionate and ensure any innovation remains focused on deliverability and value for money.</p>	<p>OCC programme lead, public transport team, active travel team and delivery partners.</p> <p>During detailed scheme development and implementation. Monitor delivery activity and any evident operational or supply-chain benefits associated with the programme.</p>
		<p>Service provision and network enhancements (Medium): Additional service provision, particularly the hospital express Park Overall, the investment plan is expected to support health and wellbeing through a combination of active travel, improved access and reduced exposure to traffic-related harms.</p>		
Just transition	Promotes health and wellbeing	<p>Active travel and enabling infrastructure (High): Active travel measures may increase walking and cycling and therefore physical activity, with associated wellbeing benefits. Small-scale improvements such as cycle parking and safer local links may be particularly relevant where they help people incorporate active travel into routine journeys.</p> <p>Fare-based measures (Medium): Fare incentives may support health and wellbeing indirectly by reducing car dependency and improving access to work, services and opportunities. Measures such as free bus travel for Overall, the investment plan may make a modest positive contribution to reducing poverty and inequality by lowering some transport cost barriers and improving access to employment, services and key destinations, although the scale of impact is likely to vary between groups and is better understood alongside the EqIA.</p>	<p>Design and target the measures so that they improve safe access to work, healthcare and everyday destinations, while also supporting active travel where feasible. For any emerging adverse effects, such as localised traffic pressures, consider whether targeted mitigation or adjustment is required as the programme progresses.</p> <p>Target the affordability elements of the package towards groups most likely to benefit. This includes maintaining free bus travel for Connect to Work participants, staff travel support, and, where Annex 3 savings arise, considering under-19 discounts, discounted group tickets and extended disability concession access. Use the EqIA and ongoing engagement to identify whether additional mitigation is needed for groups facing residual affordability barriers.</p>	<p>OCC programme lead, active travel team, public transport team, NHS partners and bus operators.</p> <p>During implementation and review. Monitor uptake, feedback from users and any available information on access, traffic conditions and scheme performance relevant to health and wellbeing outcomes.</p>
Just transition	Reduces poverty and inequality	<p>Active travel and enabling infrastructure (Low): The active travel allocation is relatively small and focused on deliverable measures such as cycle parking and minor infrastructure upgrades. On its own, this is unlikely to have a major distributional effect. However, where these measures improve safe and convenient access for local trips or first and last mile connections, they may help reduce the cost of travel for people who are able to walk or cycle rather than rely on paid-for motorised travel.</p> <p>Overall, the investment plan is expected to make a positive contribution to inclusion and participation by improving affordability, widening non-car access to key destinations, and supporting more people to travel for work, education, healthcare and other activities without relying on a private car.</p>		<p>OCC programme lead, public transport team, partner employers and relevant stakeholder groups.</p> <p>At implementation and review of future funding choices. Monitor take-up of discounted products by intended cohorts, gather stakeholder feedback and revisit the EqIA and CIA as the programme develops.</p>
Just transition	Promotes inclusion and participation	<p>Active travel and enabling infrastructure (Medium): The active travel allocation may support inclusion by improving the practical usability of local walking and cycling routes and by making first and last mile access to bus stops and Park and Ride sites easier. Measures such as cycle parking and minor upgrades are unlikely to transform access on their own, but they may improve participation for users who are already close to key destinations or who need better connections to public</p>	<p>Ensure that measures are easy to understand and practically accessible, with clear eligibility criteria and accessible communications. Use the hospital express Park and Ride services, staff offers and Connect to Work support to strengthen access to healthcare, employment and training. If Annex 3 savings are available, consider whether group, youth or disability-focused discounts can widen inclusion further.</p>	<p>OCC programme lead, communications team, public transport team, delivery partners and bus operators.</p> <p>Before launch and during delivery. Monitor take-up, user feedback and any evidence that specific groups are not benefiting as intended, and refine the package where appropriate.</p>

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## CABINET

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19 May 2026

### Best Start in Life Plan

#### Report by Director of Children's Services

#### RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**
  - (a) To note the release of the plan and share any feedback about its content.

#### Executive Summary

2. Overall Oxfordshire is characterised by high-quality childcare provision, low levels of deprivation and positive child development outcomes. However, we know this is not the case for everyone. Some families face barriers linked to poverty, poor health, trauma, isolation or wider pressures, which can make it harder to access support or to give children the start they want for them.
3. The Oxfordshire Best Start in Life Plan sets out a shared ambition that every child in Oxfordshire has the best possible start in life, and that families receive the right support, at the right time, in the right place. The Plan focuses on the period from pregnancy to school entry, when timely, coordinated support can make the greatest difference.
4. The Plan aligns national policy, local priorities and partner delivery into a single, outcome-focused approach. It strengthens joint working across health, early years, education, early help and the voluntary and community sector, with a clear focus on prevention and reducing inequalities.

#### Ambitions of the Best Start in Life Plan

5. In July 2025, government published the Giving every child the best start in life strategy. This is the government's strategy for improving child development and meeting the ambition that 75% of 5-year-olds in England have a good level of development (GLD) by 2028. The strategy has three core priorities:
  - (a) Improving family services, providing high quality support to parents and children from pregnancy to age 5.

- (b) More accessible early education and childcare.
  - (c) Improving quality in early years including reception.
6. To meet the National ambition of 75% of 5-year-olds to achieve a good level of development, each local authority has been given a local target. For Oxfordshire these are:
- (a) All eligible children 77.8% (Oxfordshire 2025 outcome 70% (2% above National))
  - (b) All free school meal (FSM) eligible children 50.8% (Oxfordshire 2025 Outcome 43% (7% below national))
7. As part of achieving this vision, all Local Authorities have been required to develop a Best Start in Life plan, which sets out how we will achieve our Good Level of Development target. The plan for Oxfordshire has been developed based on our existing Early Years Strategy and Early Help and Prevention Strategy.
8. Whilst we recognise the challenges of the national targets, we do not feel this is ambitious enough or that 1 in 4 children are not achieving GLD who are eligible for FSM is acceptable. Therefore, our approach has also included setting out revised local targets (RLT) to bring us in line with National performance and above the set local targets in 2026. Our revised local targets are therefore;
- (a) All eligible children 79.8% (2% above Local Target)
  - (b) All free school meal eligible children 59.8% (9% above Local Target)

## **Overview on the Best Start in Life Plan**

9. Oxfordshire already benefits from a range of services to support the Best Start in Life offer, including libraries (offering a range of services), Family Help service, 0–19 Public Health Nursing Service, Family Information Service, and the early years SEND service. Across Oxfordshire there are also a wealth of Voluntary, Community and Faith Sector (VCFS) organisations delivering a range of services to families within the local communities.
10. The Best Start in Life Plan is designed to sustain and enhance this provision, building on established strengths to ensure families continue to receive timely, coordinated assistance. The plan aims to deliver even more comprehensive support, tailored to families' needs and accessible in their local communities.
11. The Best Start in Life plan sets out a clear vision that every child has the best start in life, and parents, parents-to-be, babies and young children have what they need to thrive.
12. Through achieving this vision, it will mean that all babies, children and families are: safe, learning, happy, healthy and engaged.

13. The plan sets out four key priorities to achieving this vision:
- (a) **Healthy beginnings** - We will focus awareness raising of the importance of pregnancy and early childhood across all organisations in Oxfordshire and ensure additional support for families where this is needed.
  - (b) **Strong foundations** - We will focus on working with partners to deliver coordinated support through Family Hubs and the wider Family Hub Network, including a range of parenting programmes, and resources to support home learning, supporting families to stay safe and nurturing positive early relationships and supporting babies and children to learn.
  - (c) **High-quality early years learning** - We will focus on ensuring that all children can fully participate, achieve, and feel supported in the environments where they grow and develop. To support children to thrive and learn, we will invest in a strong and well-trained workforce and champion inclusive practice across the early years system.
  - (d) **Strengthen our Best Start in Life Offer** - We will focus on working together across services and with families through our Family Hub Network and Family Hubs to continue to develop a wider Best Start in Life offer which is available when families need support local to where they live. We will share our data and use this to identify what families need and where they need it.

### **What this means for babies, for children and families**

14. The vision and intended outcomes mean that children in Oxfordshire are happy and loved, safe and protected, healthy in body and mind, curious and learning, and ready for school and for life.
15. For Parents and carers, they will feel confident and supported, listened to and respected, and able to ask for help early without fear of judgement or stigma and every family gets the support they need, at the right time, in the right place.
16. We want families to experience support that feels welcoming, practical and joined up, with professionals working alongside them and building on their strengths.

### **Delivery and governance**

17. Best Start in Life is not a single service or programme. It is a shared way of working across Oxfordshire, with services and partners working together around families. This means listening to families, valuing lived experience, sharing information appropriately, and working collaboratively across health, education, early years, Family Help, libraries, the voluntary and community sector and wider partners.

18. Our shared ways of working include:
  - Putting families and children at the centre
  - Acting early and preventing problems from escalating
  - Working with the whole family and wider support networks
  - Building strong, trusting relationships
  - Using evidence and learning to improve practice
  - Focusing effort where inequalities and need are greatest
19. The Best Start in Life Plan will report to the Children's Trust Board, which will hold overall responsibility for monitoring the performance and impact of the plan.
20. To support this, a Best Start in Life Plan Steering Group will be responsible for prioritising the plan, tracking progress, and addressing any risks or issues. The steering group will also ensure oversight of the combined budget and make recommendations on funding allocation to the appropriate boards.
21. Delivery of the Best Start in Life Plan will take place through the Oxfordshire Education Partnership, Early Years Board, and Early Help and Prevention Board, with progress and outcomes ultimately reported back to the steering group and Children's Trust Board and to the Health and Wellbeing Board

## **Corporate Policies and Priorities**

22. The Children and Young People's Plan sets out a vision of "Every child and young person will have the best possible start in life, the county will be a great place to grow up in, and children and young people will have opportunities to become everything they want to be. These life chances will be reflected equally across our rural and urban communities." As part of the plan, priority areas were identified, including providing help and support across the system at the earliest opportunity.
23. In Autumn 2024 the Early Help and Prevention Strategy was approved by the Children's Trust Board. The Early Help and Prevention Strategy in Oxfordshire is a comprehensive, multi-agency framework designed to ensure children, young people, and families receive timely and effective support before needs escalate.
24. As well as an Early Help and Prevention Board, an Early Years Strategy was approved by the Children's Trust Board in April 2024. The Early Years Strategy sets out how we will work together across the Early Years system to give all babies and children the start in life they deserve.

25. The Council has partnered with the UCL Institute of Health Equity to become a Marmot Place. This means the Council has committed to tackling health inequalities and improving health fairness in Oxfordshire by working with local partners across the system. These include local authorities, communities, public services, businesses, and voluntary and community sector organisations. The initial areas of focus for the Marmot Programme are to: give every child the best start in life, creating a fair employment and good work for all and ensuring a healthy standard of living for all.
26. For all of the above the Best Start in Life Plan very much aligns to these strategies and programmes, and will be key delivering the strategic ambitions of providing earlier help and prevention and addressing inequalities.

## **Financial Implications**

27. The Plan is expected to be funded by a combination of existing budget allocations which includes the Dedicated Schools Grant (DSG) and Best Start Family Hubs grant allocations from the Department for Education.

Comments checked by:

Lewis Gosling – Finance Business Partner CSC –

[Lewis.Gosling@Oxfordshire.gov.uk](mailto:Lewis.Gosling@Oxfordshire.gov.uk)

Emma Wren – Finance Business Partner Education –

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## **Legal Implications**

28. There are no significant legal implications arising from this report.

Comments checked by:

Craig Cochrane, Principal Lawyer, Child Care Legal

Team, [Craig.Cochrane@oxfordshire.gov.uk](mailto:Craig.Cochrane@oxfordshire.gov.uk)

## **Staff Implications**

29. The delivery of this plan will be achieved using existing resources. A strong emphasis will be placed on collaborative working across all relevant departments and partners, enabling us to join up and maximise our resources efficiently and effectively. This approach supports the Council's commitment to making the best use of available assets while maintaining high standards of service provision.

## **Equality & Inclusion Implications**

30. As part of the development of the detailed implementation plan for the Best Start in Life Plan, an Equalities Impact Assessment will be undertaken, and will be overseen and owned by the Steering Group.

## **Sustainability Implications**

31. As part of the development of the detailed implementation plan for the Best Start in Life Plan, a Climate Impact Assessment will be undertaken, and will be overseen and owned by the Steering Group.

## **Risk Management**

32. The Best Start in Life Steering Group will be responsible for the identification, mitigation and monitoring of risks and issues to the delivery of Best Start in Life Plan. Where risks are required to be escalated, this will be to the Children's Trust Board

Lisa Lyons  
Director of Children, Education and Families

Annex: Best Start in Life Plan

Contact Officer: Annette Perrington, Deputy Director of Education and Inclusion

May 2026



# Oxfordshire's Best Start in Life Plan

# Foreword

Councillor Sean Gaul,  
Lead Member for Children's Services

**“** We know that the early development of babies and children under 5 is crucial for long-term health and wellbeing, being ready for school and learning, and in shaping and unlocking children's potential, raising their aspirations as future citizens; so, they can be anything they want to be and this is why giving every child the best start in life is a priority for Oxfordshire.

We are ambitious for all our children but know that not every child is achieving their outcomes which will support their future lives.

Last year 7 out of 10 children reached their Good Level of Development but for children eligible for free school meals this was 4 out of 10, this is not good enough, we must close this gap and reduce this inequality, whilst improving outcomes

for all children, which is why we have set ourselves even more challenging targets than the Department of Education set Oxfordshire.

By 2028 we want 8 out of 10 children to achieve their Good Level of Development and be ready for school, and for those who are eligible for free school meals we will work tirelessly to close the gap so 6 out of 10 children are successful and thriving.

We know this is a challenging ambition, and we won't stop there, but it's a step in the right direction and we are committed and focussed to reducing this inequality and improving outcomes through this Best Start in Life Plan.”

**Lisa Lyons,  
Director Children's Services**

**“** Oxfordshire's Best Start in Life Plan sets out our shared commitment to ensuring all children, whatever their background or circumstances, are supported to thrive from the beginning.

It reflects our determination to strengthen families and give every child the strong foundations they need to grow and learn.

I am proud that children are at the heart of everything we do and of the ambitions shown across partners in developing our offer, together we are creating the conditions for children to grow up safe, happy, healthy, learning and engaged.

**Ansaf Azhar,  
Director of Public Health and Communities**

**“** Every child deserves the very best start in life. The experiences children have from pregnancy through their early years shape their health, wellbeing, learning and life chances far into the future.

When we get things right early on, we give children – and our communities – the strongest foundations to thrive.

Oxfordshire is a place where many children do well, but we know this is not the story for everyone. Some families face additional challenges, and too often these can affect children's development before they even start school. This Best Start in Life Plan sets out how we will work together to change that – by focusing on prevention, early help and making sure support is easy to find and access, when it is needed most.

This plan brings together partners across health, education, family support, early years settings and the voluntary, community and faith sector, alongside families themselves. By listening, learning and acting together, we can reduce inequalities and improve outcomes so that all babies and young children in Oxfordshire have the best possible start in life.

# Every child's best start, together

Every baby and young child deserves the very best start in life. The experiences children have before they start school shape their health, learning and wellbeing for the rest of their lives. What happens in pregnancy and the early years has a lasting impact on children's physical health, emotional wellbeing, learning and relationships.

In Oxfordshire, many children do well. However, we know this is not the case for everyone. Some families face barriers linked to poverty, poor health, trauma, isolation or wider pressures, which can make it harder to access support or to give children the start they want for them.

This Best Start in Life Plan sets out, in clear and accessible language, what we want to achieve for babies, young children and families in Oxfordshire, and how services and partners will work together to make this happen. It focuses on the period from pregnancy through to starting school, when timely support can make the greatest difference.

Our ambition is straightforward: every child in Oxfordshire has the best possible start in life so every child can grow up safe, happy, healthy, learning and engaged and every family gets the support they need, at the right time, in the right place.

## Oxfordshire's Best Start in Life vision

The vision and intended outcomes mean that children in Oxfordshire are happy and loved, safe and protected, healthy in body and mind, curious and learning, and ready for school and for life.

Parents and carers feel confident and supported, listened to and respected, and able to ask for help early without fear of judgement or stigma and every family gets the support they need, at the right time, in the right place.

We want families to experience support that feels welcoming, practical and joined up, with professionals working alongside them and building on their strengths.

★ **Every child has the best start in life, and parents, parents-to-be, babies and young children have what they need to thrive.** ★

Through achieving this vision, it will mean that all babies, children and families are:

Safe

Learning

Happy

Healthy

Engaged

# Why the early years matter

The first years of life, starting in pregnancy, are a period of rapid brain development. Babies and young children learn through relationships, play, communication and everyday experiences. Warm, responsive relationships with parents and carers help children feel safe and secure and support the development of language, emotional regulation and social skills.

When families experience challenges such as poverty, poor mental health, domestic abuse or trauma, these can affect children very early on. Without support, difficulties can become more complex over time. Acting early – and working with the whole family – gives children the best chance to thrive and reduces the need for more intensive intervention later.

# Working together around families

Best Start in Life is not a single service or programme. It is a shared way of working across Oxfordshire, with services and partners working together around families.

This means listening to families, valuing lived experience, sharing information appropriately, and working collaboratively across health, education, early years, Family Help, libraries, the voluntary and community sector and wider partners.

## Our shared ways of working include:

- **Putting families and children at the centre**
- **Acting early and preventing problems from escalating**
- **Working with the whole family and wider support networks**
- **Building strong, trusting relationships**
- **Using evidence and learning to improve practice**
- **Focusing effort where inequalities and need are greatest**

Oxfordshire is proud to have partnered with Marmot and is a Marmot County, this means we are committed to addressing and reducing inequalities for all residents of Oxfordshire

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# Current outcomes

As part of the development of the Best Start in Life Plan, analysis of a range of data was completed, including research undertaken by the Institute of Health Equity through our Marmot County status. Overall Oxfordshire is characterised by high-quality childcare provision, low levels of deprivation and positive child development outcomes, however not all children are achieving strong outcomes, and not all families are able to access the support they need, when they need it.

Families have told us that it can be hard to find out what support is available, where it is available and whether they are able to take up the current offers of support and services and partners should work more closely together.

We understand that each child and family is unique and may have different needs and require different support at different times and are committed to ensuring that support is available locally and when families need it.

Most children in Oxfordshire have positive outcomes in healthy beginnings, with lower rates of parental smoking at delivery, higher breastfeeding rates, and a reduced incidence of low birth weight compared to regional and national averages. However, nearly 21% of children by age five have visible dental decay and 8.3% prevalence of obesity at age 4-5 years, which can impact children's health as they grow.

Most babies and children in Oxfordshire live in stable and safe families, however we know that some families have additional challenges and needs which can impact upon babies and children's outcomes. We will support families who need additional support where they may be experiencing domestic abuse, struggling with mental health, or needing support with parenting.

Seven out of ten children in Oxfordshire are achieving their expected Good Level of Development outcomes, which is higher than the national average. For children who are eligible for free school meals this is just four out of ten and there has been a 10% decline in the number of 2-year-olds accessing early years settings where families are in receipt of additional support. 97% of eligible working parents with two-year-olds have accessed childcare and 95% of eligible parents of 3 and 4-year-olds are accessing childcare.

The majority of Early Years Providers are judged good or better by Ofsted in Oxfordshire (96%), which is higher than National giving confidence that practice and provision is good in most of our early years education settings.



## 0-4 population at a glance

**37,800**  
children aged  
0-4 years-old

**8.3%**  
Reception  
prevalence of  
obesity at age 4-5

**87.5%**  
of Oxfordshire  
children were  
achieving a  
Good Level of  
Development at  
age 2 to 2 and a  
half years

**70%**  
of children achieved  
a Good Level of  
Development in 2025

**43%**  
of children eligible for free school meals  
achieved a Good Level of Development

**Greatest  
population  
increases in  
the south and  
northeast of  
the county**

# Oxfordshire's Best Start in Life priorities

## Healthy beginnings

We will focus awareness raising of the importance of pregnancy and early childhood across all organisations in Oxfordshire and ensure additional support for families where this is needed.

## Strong foundations

We will focus on working with partners to deliver coordinated support through Family Hubs and the wider Family Hub Network, including a range of parenting programmes, and resources to support home learning, supporting families to stay safe and nurturing positive early relationships and supporting babies and children to learn.

## High-quality early years learning

We will focus on ensuring that all children can fully participate, achieve, and feel supported in the environments where they grow and develop. To support children to thrive and learn, we will invest in a strong and well-trained workforce and champion inclusive practice across the early years system.

## Strengthen our Best Start in Life offer

We will focus on working together across services and with families through our Family Hub Network and Family Hubs to continue to develop a wider Best Start in Life offer which is available when families need support local to where they live. We will share our data and use this to identify what families need and where they need it.

# Our Best Start in Life offer in Oxfordshire

Families in Oxfordshire can access a wide range of support, from universal services available to everyone, through to more targeted and intensive help for families who need additional support. We open our first Family Hub in Blackbird Leys in April and four further Family Hubs are planned.

Our focus is on making this offer easy to understand, easy to access and well joined up. Families should not have to navigate multiple systems or repeat their story. Instead, support should feel coordinated, relationship-based and shaped around what matters most to them.

This offer brings together health services, early years education and childcare, Family Hubs, Family Help, libraries, community spaces, and voluntary and community organisations working together around families.

The vision for Family Hubs in Oxfordshire is a network of provision across Oxfordshire for children and families through a Family Hub Network with partners, including the voluntary, community and faith sector to provide a range of services and a primary hub in each locality including continued delivery of existing support and developing new co-delivered support, developing outreach and 'pop up' sites in existing community locations so that all families can access support in their local neighbourhood.

## The 0–19 Public Health Nursing Service

Oxfordshire’s integrated 0–19 Public Health Nursing Service brings together health visiting, school health nursing and the Family Nurse Partnership into a single pathway with one point of access. Eleven locality teams operate across the county, providing coordinated support as children grow.

Families are offered the Healthy Child Programme contacts from pregnancy through to age five. These include antenatal support, new birth visits, reviews at 6–8 weeks, 1 year and 2–2½ years, and a new universal 4 year review to support health, development and school readiness.

Health visiting teams also provide targeted and specialist support where vulnerabilities are identified and run group-based support such as infant feeding groups, baby drop-ins and ‘Marvellous Me’ sessions to promote confidence, emotional wellbeing and early relationships.

The Family Nurse Partnership provides intensive, evidence-based support for eligible young parents from early pregnancy until their child’s second birthday. This is complemented by an integrated young parent pathway, with family nurses offering specialist leadership and support for families with more complex or multiple needs.

The service works closely with Home Start, a national charity providing volunteer-led, nonjudgemental peer support for families with children under five. This partnership strengthens early help and prevention by offering practical and emotional support alongside statutory health services.

**Through the Best Start in Life Plan we are committed to increasing the uptake of health visitor checks for all families and supporting families to know and use the services available in our Family Hubs and through the Family Hub Network.**

## Family Help through our Family Hub Network and Family Hubs

Family Help is a key part of Oxfordshire's Best Start in Life approach, providing whole family, strengths-based support when children or parents are experiencing difficulties.

Family Help works alongside families where children may be affected by issues such as poverty, parental mental health needs, trauma, domestic abuse or other pressures.

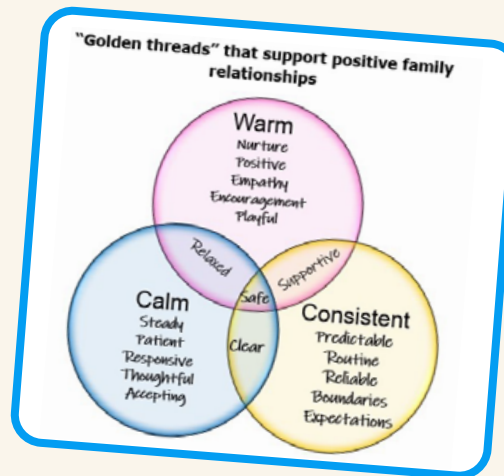
Family Help practitioners work in a relational, trauma-informed and restorative way. Support is consent-based and focuses on building on family strengths, improving day-to-day family life.

Support may include purposeful home visiting, direct work with children, coordination of plans through a lead professional role, and helping families connect with local community support. Family Help teams also deliver group-based parenting programmes that support parents to build confidence, skills and positive relationships and can

signpost parents for additional support through partnerships with voluntary support groups such as Home Start.

These include evidence-based programmes focused on nurturing parenting, understanding children's development and behaviour, strengthening parent-child relationships, supporting parents of teenagers, and helping parents affected by conflict or trauma.

**Through the Best Start in Life Plan we are committed to increasing our offer of family support by working more closely with voluntary agencies local to where families live, offering additional parenting support programmes and offering a range of home learning resources to support families build on their strengths and support each child to achieve a Good Level of Development.**



## Libraries and early learning

Oxfordshire's network of 45 libraries is a core part of the Best Start in Life offer. Libraries are welcoming, inclusive community spaces that support families from birth onwards and play an important role in early language, literacy and social connection.

Through local libraries, families can access early years programme development and the expansion of Dolly Parton's Imagination Library in key locations, helping children develop a love of books and reading from an early age. Book Start book packs for babies, weekly rhyme time and story time sessions that support language development, Stay and Play activities in targeted areas, and milestone events such as World Book Day, Baby Week and the Summer Reading Challenge.

Libraries also host a wide range of creative and cultural activities for children and families, including Lego clubs, chess clubs, coding clubs, author events and creative workshops.



These activities support learning, confidence, social skills and community connection, libraries support literacy, learning and wellbeing, with benefits that can last throughout a child's life.

**As part of the Best Start in Life Plan, we are committed to expanding access to books and early reading events with partners through access to libraries and through the Family Hubs and Family Hubs Network to all babies and children.**



## Voluntary, community and faith sector groups

Oxfordshire works in partnership with voluntary, community, and faith groups who offer a range of different services and support to families. This includes information and advice, guiding people to appropriate resources, running stay-and-play sessions, and offering more specialised support like one-on-one help

**Through the Best Start in Life Plan we are committed to strengthening our working with the VCFS sector to develop and enhance the offer to babies, children and families.**

## Family Information Service (website)

The Family Information Service website offers comprehensive resources and support for children, young people, and families residing in Oxfordshire. This freely accessible platform provides detailed information regarding local services available within the community.

**Through the Best Start in Life Plan we are committed to improving our digital information offer for families and partners to deliver Family Hubs information directly to families in an accessible format.**

## Parks and open spaces

Oxfordshire parks and play areas offer a mix of quiet areas and high energy spaces for babies and children with their families to enjoy being outside together in nature and for meeting spaces with friends, with some being fully inclusive and with sensory specific equipment. Open spaces and play areas support babies and children with their physical development and health, with social skills, cognitive development and learning through creative imaginative play. For families they provide opportunities for bonding and having fun and are good for everyone's mental well-being.

**As part of the Best Start in Life Plan, we are committed to ensuring more parks and play areas are accessible for children and families, whatever their needs.**

## Leisure centres

Children thrive when they can be active, whether involved in specific sports or in joining in with their families and care givers. Being active supports physical health and also promotes language, social and emotional development. There are a range of leisure centres delivered by district council partners, which provide access to families to engage in a range of different play and recreational activities.

As well as leisure centres, Active Oxfordshire delivers YouMove, free and low-cost activities for eligible children and their families, including those on benefits related free school meals or Universal Credit, refugee children, and children supported by early help services in Oxfordshire, enabling babies and children to stay active and have fun along the way.

**As part of the Best Start in Life Plan we are committed to working with the leisure centres as part of our Family Hubs Network to support babies and children, with their families to access and enjoy leisure facilities.**

## Oxfordshire County Music Service

We recognise the importance of music in the holistic development of babies and children in supporting their development of speech, language and communication, emotional, social and physical skills and in supporting strong attachments with parents and care givers, which contribute to children achieving a Good Level of Development. Music is fun and Oxfordshire County Music Service has an early years music strategy and offers whole-class music lessons for early years as part of the wider curriculum support offer to schools and delivers one-off, bespoke music workshops in schools. Children and families have benefitted from community music projects in schools and settings.

**Through the Best Start in Life Plan we are committed to expanding music into all Family Hubs and through the Family Hub Network and extend the current offer to settings and schools to ensure every child has an opportunity to take part in sessions so music can support improved outcomes.**

## Access to childcare

From September 2025, working families who meet the eligibility criteria have been able to access up to 30 funded hours per week for children from nine months. 97% of eligible working parents of two year olds have accessed this offer and just over 95% of eligible parents of three and four year olds are accessing childcare.

However there remain some geographic areas within the county who have limited childcare options. The Family Information Service supports families with finding appropriate childcare and accessing the eligible childcare entitlements.

**Through the Best Start in Life Plan we are committed to securing childcare for all children and families and improving access for those children whose families are receiving additional support or through our Family Hub Networks.**

## Early Years SEND service

The Early Years SEND is a countywide Special Educational Needs and Disability advisory support service for children with special educational needs under 5 years. The service works with children under 5 years, either known to or waiting to be seen by a community paediatrician, who need additional support with their development and learning. Specialist teachers offer individual support and advice to parents, carers and family, and work with the child's setting on to support the child's individual needs and unique circumstances.

**Through the Best Start in Life Plan we are committed to ensuring access to specialist support is available to all families and settings to ensure children's needs are identified early and to support settings and families to work together to support those needs.**

## Quality Early Years Education

96% of Early Years Providers are judged good or better by Ofsted compared to 91% nationally, giving confidence that practice and provision is good in most of our early years education settings (Ofsted statistics: 1 September 2024 to 31 March 2025).

The early years quality team provide support and guidance to all early years providers (childminders, preschools, day nurseries, nursery schools and all other schools) through quality improvement visits which support leadership, teaching and access to high quality training and resources. Additional targeted support is offered where identified following Ofsted and to settings with low Good Level of Development outcomes.

**Through the Best Start in Life Plan we are committed to working to increase all Early Years Providers are meeting expected standards and that Good Level of Development outcomes in line with our ambitious local revised target.**

# Delivering on our vision

The following section outlines how the system will be coordinated to deliver on the Best Start in Life Plan.

## Voice of families

In the Best Start in Life Plan, we will make sure the voices of babies, children and families are at the heart of how we design, deliver and improve our work. We will build their perspectives into our governance structures, create regular and accessible ways for families to share their experiences, and ensure their feedback directly shapes decisions.

Using a mix of approaches, including working with the voluntary, community and faith sectors, we will hear from a wide range of families and communities. Most importantly, we will act on what they tell us, so that services feel relevant, responsive and built around their needs, driving continuous improvement across the whole early years system.

## Governance

The Best Start in Life Plan will report to the **Children's Trust Board**, which will hold overall responsibility for monitoring the performance and impact of the plan. Updates will be provided quarterly.

To support this, a **Best Start in Life Plan Steering Group** will be responsible for prioritising the plan, tracking progress, and addressing any risks or issues. The steering group will also ensure oversight of the combined budget and make recommendations on funding allocation to the appropriate boards.

Delivery of the Best Start in Life Plan will take place through the **Oxfordshire Education Partnership, Early Years Board, and Early Help and Prevention Board**, with progress and outcomes ultimately reported back to the steering group and Children's Trust Board and to the **Health and Wellbeing Board**.

## Shared commissioning of services

We ensure a clear core offer in all Family Hubs and to provide local targeted Best Start in Life offer for family support and for those children who are identified as not achieving their Good Level of Development. We will jointly commission with partners where additional services are identified by need.

# Our key measure of success will be the Good Level of Development

A Good Level of Development (GLD) is the Statutory Assessment at the end of the Early Years Foundation Stage (EYFS) when children are in Reception classes<sup>1</sup>.

## Impact measures by 2028

% of children with a Good Level of Development at 5-years-old

Local revised Target 79.8%  
DfE local target - 77.8%

% difference between the proportion of children eligible or not eligible for Free School Meals achieving a Good Level of Development

Local Revised target 59.8%  
DfE target – 50.8%

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<sup>1</sup> Children are assessed against the Early Learning Goals (ELGs) which are part of the Early Years Curriculum and support teachers to make a holistic, best fit judgement about a child's development and their readiness for year 1.

## High level Best Start in Life Plan, March 2026 to March 2027

For all babies, children and families to have:

### ■ **Healthy beginnings:**

1. Work with partners to ensure that we have a clear offer to identify and support parental wellbeing, as well as parent-infant relationships
2. Work with partners to increase up the uptake of the health visitor checks, for 2-2.5 years and Oxfordshire's 4-year-old check
3. Improve our offer of information of support for dads and male carers
4. Ensure young parents can access the support they need

### ■ **Strong foundations:**

5. Open five primary Family Hubs across Oxfordshire
6. Develop and publish a clear offer for each Family Hub locality

7. Offer proven, high-quality parenting and home learning programmes that help children and families learn and develop well

8. Ensure that we have an effective system in place, in line with national guidance, to keep families safe

### ■ **Access to high-quality early years learning:**

9. Increase Free School Meal entitlement take-up, by developing auto-enrolment
10. Increase uptake of 15-hour childcare entitlement for families receiving additional or universal support
11. Increase childcare sufficiency for 9 months to 23 months and for under 3 places in identified areas of need
12. Support those schools with low Good Level of Development scores or where additional need is identified
13. To continue enhancing inclusivity within Early Years Settings for all children, building upon the existing work and progress already underway

### ■ **To strengthen our Best Start in Life offer:**

14. Strengthen partnerships and networks across health, education, social care and the voluntary, community and faith sector
15. Develop of a Best Start in Life workforce training offer
16. Develop our digital information offer
17. Use our data to better inform our understanding on Good Level of Development
18. Use our Oxfordshire Marmot County status to engage wider partners including research partners and local businesses to raise the awareness of the importance of the Best Start in Life

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## CABINET 19 MAY 2026

### Quiet Lanes Policy & Pilot Programme

#### Report by Director of Environment & Highways

#### RECOMMENDATION

1. The Cabinet is RECOMMENDED to
  - a) Approve the county council's Quiet Lanes Policy statement as attached at Annex 1
  - b) Approve the Assessment criteria for consideration of Quiet Lanes at Annex 2 and the Implementation Toolkit at Annex 3
  - c) Endorse the proposed approach to implementing, and testing, the Quiet Lanes Policy across Oxfordshire through a programme of pilot schemes (to be identified with local county councillors and parish/town councils)
  - d) Delegate authority to Director of Environment & Highways, in consultation with Cabinet Member for Transport Management, to bring into operation Traffic Regulation Orders (both permanent and experimental) for the pilot schemes

#### Executive Summary

2. This report sets out a proposed countywide Quiet Lanes Policy for Oxfordshire County Council (OCC), as set out in the Policy Statement (Annex 1) and delivery framework (Annex 2), that is to be tested and developed through the implementation of pilot schemes. The intention is to improve coherence and speed up the delivery of a type of scheme which has great potential for encouraging active travel, improving local amenities and road safety whilst using resources more efficiently.

#### Background & Context

3. A Quiet Lanes Policy would support the county council's wider transport, health and environmental objectives by enabling the safer use of existing rural roads for walking, cycling, wheeling and equestrian travel. By reducing traffic dominance, speeds and through traffic on minor roads, Quiet Lanes create conditions where non-motorised users can share road space more safely and comfortably, helping to address longstanding safety and severance issues in rural areas.
4. The Policy contributes directly to the county council's Healthy Streets ambitions, the Vision Zero commitment to eliminate death and serious injury on the road network, and aligns with our Marmot Place Programme, which

aims to create a fairer and healthier Oxfordshire through increased physical activity, improved air quality and enhanced rural environments, including biodiversity benefits.

5. The proposed Quiet Lanes Policy sits clearly within the strategic direction set by the county council's Local Transport and Connectivity Plan (LTCP), which seeks to achieve a safe, inclusive and net-zero transport system by enabling a significant shift away from private car use towards active travel and public transport.
6. Quiet Lanes provide an important counterpart to this ambition, supporting shorter everyday trips, leisure journeys and local connectivity in areas where conventional active/sustainable travel infrastructure may be neither appropriate nor deliverable.
7. The Policy also complements Local Cycling and Walking Infrastructure Plans (LCWIPs), which identify priority networks for walking and cycling, by offering a practical mechanism to improve the safety and usability of links that connect settlements, rights of way networks and strategic active travel routes, including the Strategic Active Travel Network (SATN).

#### **Quiet Lane definition**

8. The term 'Quiet Lane' is generally used across England to refer to a road that has been signed to indicate it is suitable for active travel, where motor traffic volumes and vehicle speeds are low enough to provide a safe environment for active users.
9. However, evidence, from schemes implemented in other authorities, suggests that mixing motor traffic with active modes (walking, wheeling, cycling and equestrian use) through sign only Quiet Lanes has not had the desired impact.

#### **Lessons from Previous Initiatives**

10. It is essential that schemes implemented in Oxfordshire provide the maximum benefit to active users. A review conducted by the Transport Research Laboratory (TRL) of several Quiet Lane pilot schemes concluded that: "the best documented UK pilots show little to no systematic reduction in speeds or motor traffic volumes from signs alone; user awareness may improve, but the lanes remain open to general traffic without enforceable restrictions".
11. Evidence from Department for Transport (DfT) evaluating existing Quiet Lane initiatives indicates that signage-only approaches generally have little to no influence on reducing traffic volumes or vehicle speeds.
12. These findings underscore the importance of adopting interventions that go beyond signage, ensuring that Quiet Lane schemes deliver tangible benefits in terms of traffic reduction and enhanced safety for all users.
13. If the objective is genuinely safer, lower trafficked minor roads, physical closures or restrictions are the only reliably effective intervention.

14. Therefore, in this Policy, and in their introduction in Oxfordshire, it is recommended that the term “Quiet Lanes” is used to refer to traffic management schemes using physical measures to restrict motor vehicle traffic on minor roads.
15. While Oxfordshire has seen a variety of Quiet Lane initiatives over the years, these have often been introduced in a fragmented and inconsistent manner. In response, this proposal sets out a cohesive Policy and implementation framework for the county council, designed to accelerate the piloting, evaluation and delivery of locally-led schemes that encourage active travel.
16. Oxfordshire’s experience of locally led initiatives, such as 20mph schemes and night lighting, demonstrates a proven model for delivering a flagship active travel Policy at pace.
17. Early engagement suggests strong parish and town council appetite, with strong potential for co-design and opportunities for collaboration to unlock additional funding and support complementary measures such as placemaking, maintenance and local stewardship.

## Proposal

18. The Policy document outlines a clear approach for implementing Quiet Lanes: minor rural roads designated for shared use among walkers, cyclists, wheelers and horse riders.
19. In line with lessons learned from the countywide 20mph programme, the proposed approach to delivering Quiet Lanes is for it to be locally led and evidence based. Schemes would typically be brought forward where there is clear local support, and demand, for example from Parish or Town Councils and local county councillors, and/or where they align with wider network objectives set out in the LTCP and LCWIPs.
20. The Policy provides a consistent framework for assessing, prioritising and delivering such proposals, helping to move away from the historic piecemeal approach while retaining flexibility to respond to local circumstances. This locally driven delivery model is intended to improve transparency, manage expectations and enable the county council to scale delivery over time in a way that is proportionate, efficient and aligned with community priorities.
21. The development and adoption of a Quiet Lanes Policy for Oxfordshire, including a framework for their assessment and implementation as set out in the Policy Statement (Annex A), will follow three guiding principles:
  - a) Quiet Lane schemes should be **supported or proposed by local parish or town councils and county councillors**, whose views will be instrumental through the design and implementation of the schemes. The majority of proposals are expected to be presented to

the county council as a direct result of local concerns with traffic flows, speed and safety.

(This is notwithstanding the potential for the county council to proactively bring forward proposals on its own, when a Quiet Lane may facilitate the development of strategic or county-wide active travel networks or promote valuable enhancements to our network in regard to Vision Zero. Where this approach is taken, local engagement will remain an integral part of the schemes design and delivery).

- b) To ensure the Policy is effective in improving road safety and meeting standards for non-motorised road users Quiet Lanes should **focus on traffic restrictions (e.g. modal filtering) supported by speed limit reductions (typically to 20mph)** as the primary interventions delivered by the county council, across all schemes. The county council will work with Parish or Town councils and local communities to explore opportunities to deliver complementary measures (such as signage, placemaking, wayfinding, biodiversity improvements etc..) particularly where this can align with local plans and funding availability.
- c) The Policy, its benefits and the framework should be first **tested through the implementation of a programme of pilots (through 2026/27)** before being fully adopted and rolled out on wider scale if appropriate.

### **Delivery framework**

- 22. Establishing a consistent delivery framework supports a coherent approach to the assessment, design, delivery and evaluation of Quiet Lane proposals, and formalises the processes already in place. This framework will be used by officers across the council when determining and delivering Quiet Lanes.
- 23. The Assessment Criteria (Annex 2) lists a comprehensive set of criteria to assess all Quiet Lane proposals, including impact on active travel users, suitability of re-routing traffic onto alternative roads, and localised access needs, among others. Some of these criteria should also be used to monitor experimental (or permanent) interventions and their impact over time.
- 24. The Interventions Toolkit (Annex 3) outlines which interventions will be part of a Quiet Lane scheme, including a distinction between the 'core/required' (traffic restrictions and speed limit reduction) and 'complementary/optional', as well as providing implementation considerations. This will provide a common framework for discussion with interested parties and for technical design work providing a consistent approach to delivery across the county.

25. The Implementation Process (included in the Policy Statement – Annex 1) sets out the different steps that will be undertaken in all Quiet Lane projects. This will clarify expectations and responsibilities, increase transparency for interested parties, and provide officers with relevant guidance.

### **Support for Quiet Lanes**

26. Support for Quiet Lane initiatives is not confined to local communities. There is substantial national backing, with organisations such as the British Horse Society (BHS), who play a pivotal role, and the Campaign to Protect Rural England (CPRE), both actively championing the development of Quiet Lanes, advocating for safer and more accessible rural routes for horse riders, walkers, and cyclists.
27. Their efforts have further highlighted the importance of promoting tranquillity and active travel in the countryside, aligning closely with the aims of this Policy to create a coherent and effective approach for rural communities.
28. There is clear interest and cross-party support from local MPs on this issue. This is evidenced by a Westminster Hall debate on 10 December 2024, led by Freddie van Mierlo MP (Henley and Thame), which highlighted the safety risks faced by cyclists on rural roads, the lack of viable alternatives to car travel between villages, and the need for greater and more consistent investment in rural active travel infrastructure. Contributions from multiple MPs reinforced the view that existing national active travel programmes are too urban focused and do not adequately reflect rural conditions, constraints or opportunities. (see [Hansard record](#) and [article by Freddie Van Mierlo MP](#)).
29. As highlighted by Active Travel England's forthcoming rural active travel guidance, which is expected to support measures such as traffic filtering to reduce vehicle volumes and speeds on selected routes, the Department for Transport is increasingly focused on creating safer and more inclusive rural routes, with initiatives that promote walking, cycling and equestrian use as part of a broader push to improve active travel in the countryside. This reflects a shift towards making rural roads more attractive and functional for a wider range of users, not solely motorists, and reinforces the case for Quiet Lanes.
30. Finally, the continued expansion of the National Cycling Network is setting expectations around connectivity, safety and quality that local authorities can build upon.
31. Together, these national developments demonstrate growing recognition of the importance of active travel and provide Oxfordshire with a timely opportunity to align a Quiet Lane Policy with emerging best practice and evolving guidance.

## Programme

32. The adoption and implementation of the Quiet Lane Policy is suggested to be undertaken following two successive phases:

### Phase 1: Pilot programme (2026-2027)

33. This will test the draft Policy components, along with the rationale for the Policy as a whole, by implementing a programme of pilot schemes, supported by a structured evaluation programme.
34. An early optioneering exercise, supported by a call for expressions of interest and conversations with parish and town councils, and incorporating quiet lane schemes already under development (such as Shepherd's Pits Lane) will lead to a programme of schemes to be assessed as part of this pilot programme.
35. Developing the pilot list will need detailed review to ensure each site is technically feasible from an engineering/ traffic management point of view and, local support for the proposal is secured through engagement with local stakeholders. An equitable geographical spread of pilot schemes will be sought, seeking to deliver up to 10 pilot schemes.
36. A £250,000 capital allocation to support this phase has been allocated as part of OCC's 2026/27 budget-setting process.
37. Following the implementation of the pilot schemes, the main outputs of Phase 1 will include:
- An evaluation of the pilot schemes, along with decisions to make them permanent or not
  - If required, updates to the Policy, delivery framework and toolkit.
38. The phase 1 pilot programme is expected to launch immediately, subject to cabinet's approval, in May 2026. A communication and engagement plan has been developed and working with parish councils a programme of pilot schemes will be identified.
39. The following provides key milestones for launching and implementing that pilot programme.

Date	Project stage
May 2026	<b>PHASE 1: LAUNCH PILOT STAGE</b>
May – September 2026	Pilot site identification, site assessments, informal parish/town -led local engagement
October – December 2026	Design, delivery planning and implementation of Experimental Traffic Regulation Orders (ETROs)

40. Recognising that some schemes may demand more complex solutions while others can be delivered with greater ease, the programme will employ a pragmatic and flexible approach, ensuring that schemes are tailored to the local environment with delivery schedules designed accordingly.
41. An ETRO is required to run for minimum of 6 months and maximum of 18 months with a decision on success being made typically around 12 months after the making of the ETRO and following the statutory consultation on the ETRO. Throughout this period monitoring and evaluation will be undertaken to inform a recommendation in the full adoption of the Quiet Lanes Policy and decisions on making ETROs permanent.

### **Phase 2: Wider roll-out (Late 2027)**

42. Subject to a successful evaluation of the pilot schemes, confirmation of the Quiet Lanes Policy and where funding allows, further Quiet Lanes will be implemented either through a) parish council-led proposals or b) county council-led projects.

### **Locally-led approach**

43. Where a proposal is not identified as a county council priority, but there is a clear local case (promoted by a parish or town council, or local county councillor), proposals may be submitted.
44. Proposals will be assessed to determine whether they meet the criteria for responding to such requests, including suitability, feasibility and alignment with Policy objectives. Where proposals are deemed suitable and feasible these will be then added to the programme for delivery.
45. Where appropriate, this approach may include recovery of costs, with local funding (for example from parish councils) contributing not only to the delivery of works but also to officer time required for assessment, feasibility and design. This would follow established precedents, such as the approach used for speed indicator signs, effectively enabling “parish-funded engineering” where there is strong local support.
46. Where a proposal is deemed unsuitable for Quiet Lane treatment, the request will be further investigated by the Road Safety Team to explore alternative measures to manage traffic and speed.

### **County council-led approach**

47. Proposals may be brought forward by the county council where they align with existing programmes and priorities, such as the Strategic Active Travel Network (SATN), Local Cycling and Walking Infrastructure Plans (LCWIPs) and major infrastructure projects.
48. In these cases, Quiet Lanes may be used as one of a wider package of measures, alongside other complementary interventions, rather than as a standalone solution.

49. Delivery would benefit from experience gained through a pilot programme, providing greater certainty around costs, delivery timescales and implementation issues.

## **Corporate Policies and Priorities**

50. The county council has committed to delivering an inclusive, integrated, countywide active and sustainable travel network that improves choice and reduces car journeys. A Quiet Lanes Policy would support this objective by enabling safer use of existing rural roads for walking, cycling, wheeling and equestrian travel, while contributing to Healthy Streets, Vision Zero, public health, air quality and biodiversity outcomes. The Policy provides a consistent, low-cost mechanism to accelerate active travel delivery and improve connectivity between communities, services and green infrastructure.
51. Success will be assessed using a combination of quantitative and qualitative measures appropriate to the nature of Quiet Lanes. Quantitative monitoring will focus on vehicle speeds, speed reduction and traffic volumes at trial locations and across any wider rollout. Qualitative feedback from parish town councils, residents and users will be used to assess perceived safety, tranquillity and usability, and whether Quiet Lanes are delivering tangible benefits for local travel, access to nature and community wellbeing.

## **Financial Implications**

52. To support the pilot phase of the Quiet Lanes programme, a £250,000 capital allocation was made in the 2026/27 budget setting process to fund the pilots; including development, engagement, statutory consultation, scheme delivery, monitoring and evaluation activities. This funding will enable the testing and refinement of the Policy and delivery framework through a limited number of pilot schemes, prior to any decision on wider roll-out.
53. Subject to the outcomes of the pilot phase and future decisions on wider implementation, funding for subsequent Quiet Lanes schemes would be drawn from a range of sources. These may include existing and future capital programmes for active travel and local transport improvements, external funding opportunities such as Department for Transport and Active Travel England programmes, contributions linked to new development (including developer funding where appropriate), and locally led schemes promoted by parish councils or local members where funding is available. This approach provides flexibility to scale delivery while ensuring that schemes are taken forward in a proportionate and affordable way.

Comments checked by:

Filipp Skiffins, Finance Business Partner, [filipp.skiffins@oxfordshire.gov.uk](mailto:filipp.skiffins@oxfordshire.gov.uk)  
(Finance)

## Legal Implications

54. The County Council has the necessary legal powers to introduce and operate Quiet Lanes through its existing highway and traffic management functions, including powers under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These powers allow the Council to regulate the use of the highway to secure the expeditious, convenient and safe movement of vehicular and other traffic (which includes pedestrian, cycling and equestrian traffic), introduce traffic management measures where appropriate, and install signing and markings in accordance with national regulations.
55. The Quiet Lanes Policy provides a framework for progressing schemes using established and lawful processes. Where required, individual proposals will continue to be taken forward through the appropriate statutory procedures, including consultation and the making of Traffic Regulation Orders.
56. In implementing the Policy, the county council will continue to have due regard to its statutory duties, including those relating to equality, human rights, highway safety, and environmental considerations, which will be assessed as part of individual schemes.
57. Subject to compliance with these requirements, the proposed Policy framework is considered lawful and capable of delivery within the county council's existing legal powers.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Regulatory)  
jennifer.crouch@oxfordshire.gov.uk (Legal)

## Staff Implications

58. The adoption of a Quiet Lanes Policy is not expected to require additional staffing resource. The assessment and delivery of Quiet Lane schemes will be managed by existing teams who already process similar traffic management and active travel interventions. The introduction of a standardised Policy framework, design principles and assessment criteria will provide greater consistency and clarity, creating efficiencies in scheme development and decision making.
59. While the formalisation of the Policy may lead to an increase in initial enquiries from parish councils and local communities, these can be accommodated within existing workflows. The use of a clear, standardised approach will help manage expectations, reduce bespoke officer input and improve efficiency over time.

## **Equality & Inclusion Implications**

60. The proposed Policy and new approach have been assessed and are not considered to have negative impacts on protected individuals or groups. As specific schemes are progressed, these will be assessed in detail as they are brought forward.

## **Sustainability Implications**

61. It is considered that the Quiet Lanes Policy and associated programme will deliver sustainability benefits overall. By reducing traffic dominance, vehicle speeds and through movement on selected rural roads, the Policy is expected to support a shift towards walking, cycling, wheeling and equestrian use. It is also anticipated that the approach will lead to decreased noise or air pollution.
62. Signage and physical measures will be kept to the minimum necessary to achieve the intended outcomes, with an emphasis on proportionate, context-led design. Any supporting placemaking interventions will be designed with the local environment in mind, including consideration of landscape character, biodiversity and the use of durable and sustainable materials.

## **Risk Management**

63. The delivery of Quiet Lanes carries a number of manageable risks typical of traffic regulation and place-based interventions. There is a risk that some schemes may not achieve the desired level of speed or traffic reduction, particularly if interventions are limited to sign only solutions, or that expectations differ between communities and the county council regarding outcomes, funding or timescales. These risks will be mitigated through a clear, countywide Policy framework that prioritises evidence-led interventions, sets transparent eligibility and success criteria, and emphasises the trial and reversible nature of ETRO-based schemes.
64. There are also operational and procedural risks, including officer capacity, consistency of application, statutory timescales and potential legal challenge. These will be managed through standardised assessment processes, templates and delivery mechanisms that reduce per-scheme workload, alongside early engagement with county councillors, parishes and statutory consultees. All schemes will be progressed through established TRO procedures, with Legal and Highways input embedded and a clear audit trail maintained. Political and community sensitivities will be addressed through strong framing around safety, access, rural character and local choice, supported by early engagement and clear communication throughout the process.

## Consultations

65. At this early stage, a full standalone countywide public consultation on the principles of the Policy is not considered to add meaningful value, as no specific physical interventions are yet being proposed. Experience from previous schemes indicates that consulting on a high-level Policy in isolation is unlikely to generate actionable, place specific insight and risks delaying programme development.
66. Furthermore, the concept of Quiet Lanes is not new in Oxfordshire. A number of Quiet Lane schemes have already been implemented through statutory Traffic Regulation Order processes, and the use of quieter, lower-traffic rural routes is already recognised as a mechanism for delivering the Strategic Active Travel Network (SATN) within Oxfordshire's Active Travel and Local Transport Policy framework. The proposed pilot programme therefore builds on established practice, providing a structured and consistent framework to test, refine, and scale delivery where appropriate.
67. To develop and test the Policy and the accompanying implementation framework, it is proposed that the county council works with a small number of parish councils to deliver pilot sites using Experimental Traffic Regulation Orders (ETROs). These pilots will allow practical testing, evidence collection, and refinement of the Policy before any move toward broader adoption.
68. As part of each ETRO consultation for the individual pilot schemes, consultees will be invited to provide feedback both on the specific scheme being trialled and on the wider principles of the Quiet Lanes Policy. This approach avoids the need for a separate overarching consultation during the pilot period, while ensuring that learning from real world trials, together with targeted engagement with parish councils and relevant user groups such as active travel and countryside access organisations, helps to inform and refine the final Policy.
69. Prior to implementation, each pilot will be supported by locally focused engagement to ensure community awareness, gather feedback, and build support.
70. Statutory consultation will run throughout the experimental traffic regulation order (ETRO) period where an ETRO is the appropriate delivery mechanism, enabling the collection of real-world evidence to inform monitoring, evaluation, and decisions about permanence. It is recognised that not all measures (such as speed restrictions) can be implemented via an ETRO, and in such cases schemes may be progressed directly through a permanent traffic regulation order, with statutory consultation undertaken in line with the relevant process.

Paul Fermer

**Director of Environment and Highways**

Annex:

Annex 1 - DRAFT - Quiet Lanes Policy Statement

Annex 2 - Assessment Criteria  
Annex 3 - Interventions Toolkit

Background papers: NIL

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APRIL 2026

## **ANNEX 1 – DRAFT - Quiet Lanes Policy Statement**

*The County Council will undertake a pilot phase of selected schemes, developed with Parish and Town Councils to test the robustness and effectiveness of this Policy before making a formal decision on its adoption (expected Summer 2028), and therefore this Policy is considered interim.*

### **1. Overview**

Oxfordshire County Council (OCC) is committed to creating safer, healthier and more attractive rural routes for walking, wheeling, cycling and horse-riding. This Policy establishes a consistent countywide framework for assessing, designing and delivering Quiet Lanes. It provides clarity for parishes, town councils, members and officers, and ensures transparent decision-making aligned with wider transport and health objectives.

The Policy itself does not introduce any physical changes; scheme-specific proposals will be brought forward through engagement and statutory consultation before any implementation takes place.

### **2. What are Quiet Lanes?**

Quiet Lanes are minor roads where non-motorised users (NMUs) and low volumes/speeds of motor traffic share space safely. While national regulations provide for formal designation and signage, this Policy adopts a practical approach focused on achieving safe conditions through traffic restrictions (e.g., modal filters) and appropriate speed limits.

### **3. Why**

Quiet Lane interventions in Oxfordshire have historically developed in a piecemeal way, often in response to specific local issues and without a clear delivery framework. A countywide Policy ensures that all proposals are assessed using the same criteria, are supported by a consistent evidence base, and follow a standard delivery process. This reduces officer time, improves transparency, and enables the council to scale delivery more effectively.

Quiet Lanes will also directly support several strategic OCC priorities by improving safety for vulnerable road users, reducing the dominance of motor traffic, and encouraging healthy, low-carbon travel choices. They contribute to Vision Zero aspirations by lowering speeds and removing through-traffic, align with Healthy Streets principles by enhancing the user experience of rural roads, and help reduce transport emissions in line with climate and air-quality goals.

### **4. Benefits**

By reducing speeds and removing through-traffic, Quiet Lanes significantly lower the likelihood and severity of collisions involving vulnerable road users such as pedestrians, cyclists and horse-riders. They create conditions where all users feel confident sharing rural road space, contributing to safer travel for local residents, schoolchildren, and leisure users.

Many minor roads in Oxfordshire experience pressure from navigation-app-driven rat-running. Quiet Lane treatments help redirect unsuitable vehicle trips back to appropriate A and B roads, protecting residential areas, villages and countryside routes from excessive traffic volumes and reducing wear, noise and conflict.

Quiet Lanes help connect communities to local services, bus routes, rights-of-way networks, and nearby settlements. They support active travel for short journeys (such as school trips, recreation, or visiting local amenities) helping residents who do not drive or prefer low-carbon travel options.

Reducing motor traffic improves the tranquillity and environmental quality of local areas. Lower noise and fewer vehicle emissions support public health outcomes, protect wildlife habitats and hedgerows, and enhance the experience for residents and visitors. In some cases, a Quiet Lane treatment can also reduce maintenance demands associated with heavier vehicle use.

## **5. Policy**

OCC, as the Highway Authority, is responsible for the designation of all local roads (including Quiet Lanes) and speed limits across the road network throughout Oxfordshire excluding motorways and trunk roads, under The Transport Act 2000.

In this instance 'road' has the same meaning as in the Road Traffic Regulation Act 1984, where it is defined (in section 142) as meaning any length of highway or other road to which the public has access.

Signage and road markings for Quiet Lanes are not included within this Policy and are covered by the Road Markings & Road Studs Procedure and the Traffic Signs Procedure.

OCC does not enforce speed limits; the responsibility of this function lies with Thames Valley Police.

An effective Quiet Lanes Policy can contribute significantly to the following outcomes:

- To aid road safety and reduce the risk of injury.
- Reduce rat-running and inappropriate use of minor roads by through traffic.
- Improvemobility and access to services.
- Encourage active travel and improve environmental quality of local areas.

### **Policy: QLP1**

Oxfordshire County Council recognises Quiet Lanes as minor roads suitable for modal filtering due to low volumes and will apply a countywide approach to their assessment and delivery.

**Policy: QLP2**

Quiet Lane schemes will implement traffic restrictions (e.g., modal filters) supported by speed limit reductions (typically 20mph) as fundamental components.

**Policy: QLP3**

Schemes will only be progressed where supported by the relevant Parish / Town Council(s) and Division Member(s).

**Policy: QLP4**

All proposals will be assessed using a consistent framework and scores, including recording baseline data for monitoring and evaluation.

**Policy: QLP5**

Scheme-specific proposals will be subject to statutory TRO consultation and appropriate engagement with residents and stakeholders.

**Policy: QLP6**

A pilot programme will test and refine the framework prior to a wider roll-out.

## 6. Assessment Framework

Each proposal will be appraised using the criteria below; data will be collected to establish a robust baseline for future monitoring and evaluation:

Category	Criterion	Description
<b>Network Function</b>	Strategic through-traffic role	Importance for motor traffic (including emergency services and landowner access)
	Alternative routes	Availability of safe alternatives
<b>Traffic</b>	Traffic flow (AADF)	Daily vehicle volume
	Vehicle speeds (85th%)	How fast most drivers travel, indicating danger for Non-Motorised Users.
<b>Safety</b>	Collision history	Recorded incidents/near misses

	Vulnerable user demand	Use by walkers/cyclists/equestrians
<b>Active Travel</b>	Trip generators	Nearby villages/ schools/ employment sites / rights of way
	AT Network continuity	Creates wider connected corridor
<b>Community Support</b>	Parish support	Local parish position
	Member support	County councillor position
<b>Deliverability</b>	TRO feasibility	Ease of implementing TRO
	Filter feasibility	Ease of installing bollard/gate
<b>Environment</b>	Noise/Air quality benefit	Environmental improvements
	Rural/ biodiversity benefit	Impact on rural character / ecology

## 7. Implementation Process

The Implementation Process below sets out the different steps to be undertaken in all Quiet Lane projects. This will clarify expectations and responsibilities, increase transparency for interested parties, and provide officers with relevant guidance.

Stages	Description
<b>1. Expression of interest</b>	<p>A Parish or Town Council, with support from their local County Councillor, sends a formal request to OCC, including:</p> <ul style="list-style-type: none"> <li>- a description of the road to be designated as Quiet Lane</li> <li>- rationale as to why it is put forward as a potential Quiet Lane</li> <li>- type of interventions expected (and where)</li> <li>- demonstrate local demand and support for the scheme</li> <li>- capacity to support the scheme financially</li> <li>- any other local context that may be relevant in assessing viability</li> </ul> <p>Alternatively, if the proposal comes directly from OCC or other stakeholders (for example as part of the development of a new strategic cycle route), then OCC notifies the affected Parish/ Town Council(s) and County Councillor(s) at this stage.</p>

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<b>2. Initial assessment</b>	OCC assesses the viability of the proposal according to the set criteria. This will involve the collection and evaluation of additional data (e.g. traffic flow/speed surveys).
<b>3. Initial proposal</b>	OCC details an initial proposal outlining the type of interventions that are recommended along with high-level designs or precedents and high-level costings.
<b>4. Informal engagement</b>	The Parish/ Town Council organises (or facilitates) a local engagement exercise (informal consultation) based on the initial proposal made by OCC – with a focus on understanding local preferences, concerns and needs
<b>5. Formal proposal</b>	Considering results from engagement to date, OCC makes a formal proposal with a detailed list of interventions, costs and plans as appropriate.
<b>6. Approval</b>	An officer recommendation is presented at a public Delegated Decisions meeting where the Cabinet Member for Transport Management decides to approve or reject the scheme and agrees the TRO implementation route.
<b>7. Implementation</b>	Quiet Lane scheme is implemented.
<b>8. Statutory consultation</b>	OCC runs a statutory consultation on either; <ul style="list-style-type: none"> <li>i) an experimental Traffic Regulation Order – for a minimum of 6 months, maximum 18 months, or</li> <li>ii) a permanent Traffic Order.</li> </ul>
<b>9. Review &amp; Decision to make permanent</b>	Key data is collected at regular intervals (including pre-implementation) to evaluate effects according to set criteria. Decisions on whether measures either proposed or introduced on a temporary basis (e.g. as part of an ETRO) are either made permanent or reversed.

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## **8. Engagement & Consultation**

As part of each ETRO consultation for the individual pilot schemes, consultees will be invited to provide feedback both on the specific scheme being trialled and on the wider principles of the Quiet Lanes policy. This approach avoids the need for a separate overarching consultation during the pilot period, while ensuring that learning from real world trials, together with targeted engagement with parish councils and relevant user groups such as active travel and countryside access organisations, helps to inform and refine the final policy.

## **9. Policy crossover**

It is recognised that there is a large amount of cross-over between other policies which will need to be considered and taken into account when applying the Quiet Lane Policy, these being:

<b>Policy</b>	<b>Content for inclusion</b>
Local Transport & Connectivity Plan	Healthy Streets; Vision Zero; Strategic Active Travel Network (SATN); Local Cycling and Walking Infrastructure Plans; Oxfordshire Greenways
Air Quality Strategy	Transport based emissions
Biodiversity Action Framework	Biodiversity awareness; Nature recovery; Access to nature for all

## Annex 2. Assessment Criteria

The suitability of a Quiet Lane proposal will be assessed based on the following criteria. Appropriate metrics will also be recorded to establish a robust baseline, enabling effective monitoring and post implementation evaluation.

Category	Criterion	Description	0	1	2	3
<b>Network Function</b>	Strategic through-traffic role	Importance for motor traffic (including emergency services and landowner access)	Essential route	Some strategic use	Low strategic use	Superseded by new route
	Alternative routes	Availability of safe alternatives	None available	Indirect only	Practical alternatives	High-capacity parallel route
<b>Traffic</b> *Data to be taken from Speed Compliance Tool	Traffic flow (AADF)	Annual Average Daily vehicle volume	>2000/day Not suitable for Quiet Lane treatment.	1000–2000 High for shared use; significant risk persists.	300–1000 Moderate flows; strong case for filtering.	<300 Ideal Quiet Lane conditions.
	Vehicle speeds (85th%)	How fast most drivers travel, indicating danger for NMUs.	<25 mph Safe speeds for mixed-use lane.	25–35 mph Manageable but not ideal.	35–40 mph High speeds; measures likely needed	>40 mph Unsafe without major intervention.
<b>Safety</b>	Collision history	Recorded incidents/near misses	None	Minor	Some incidents	Clear pattern
	Vulnerable user demand	Use by walkers/cyclists/equestrians	Very low	Low	Moderate	High
<b>Active Travel</b>	Trip generators	Nearby villages/schools/employment sites / rights of way	None	One	Several	Strong cluster
	AT Network continuity	Creates wider connected corridor	None	Minor	Useful link	Creates corridor
<b>Community Support</b>	Parish support	Local parish position	Opposed	Neutral	Supportive	Championing
	Member support	County councillor position	Opposed	Neutral	Supportive	Championing
<b>Deliverability</b>	TRO feasibility	Ease of implementing TRO	High risk	Moderate	Manageable	Low risk
	Filter feasibility	Ease of installing bollard/gate	Challenging	Constrained	Achievable	Simple
<b>Environment</b>	Noise/AQ benefit	Environmental improvements	Minimal	Low	Moderate	Significant

	Rural/ biodiversity benefit	Impact on rural character / ecology	None	Low	Noticeable	Strong benefit
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### Quiet Lane Assessment – Scoring Interpretation

Total Score (out of 42)	Category	Interpretation / Delivery Implication
34–42	Excellent candidate	Strong alignment with Quiet Lane principles. Suitable for pilot schemes or early delivery with high confidence of community benefit and behaviour change.
25–33	Good candidate	Generally, meets Quiet Lane criteria. Appropriate for delivery but will need detailed engagement and design consideration.
15–24	Possible candidate	Some alignment with Quiet Lane objectives, but notable constraints exist. Likely to require significant design interventions and supporting measures.
0–14	Not recommended	Does not meet Quiet Lane criteria. Unlikely to deliver intended outcomes without fundamental changes to route selection or approach.

### Quiet Lane Assessment – Scoring Matrix

Theme	Criterion	Score (0–3)	Evidence / Data to be provided by scheme promoter	Suggested data source / method
<b>Network Function</b>	Strategic through traffic role		Short description of route function incl. emergency / land access	OS Open Roads; OpenStreetMap; local highway knowledge
	Availability of alternative routes		Annotated map showing alternative motor routes	OS Open Roads; Google Maps; parish knowledge
<b>Traffic</b>	Traffic flow (AADF)		AADF value or estimate stated	DfT AADF open data; OCC Speed Compliance Tool; short manual count
	Vehicle speeds (85th percentile)		Speed environment described	OCC Speed Compliance Tool; SID data; spot survey
<b>Safety</b>	Collision history (5 years)		Summary of recorded incidents	DfT STATS19; CrashMap
	Perceived safety / near misses		Brief summary of local concerns	Parish feedback; site observation
<b>Vulnerable Users</b>	Walking / cycling / equestrian use		Existing or latent use described	PROW map; site visit; local groups
<b>Active Travel</b>	Trip generators		Nearby villages / schools / RoW listed	OS OpenMap; parish facilities
	Network continuity		Contribution to wider AT network	LCWIP mapping; NCN data

<b>Community Support</b>	Parish Council position		Minute extract or statement	Parish Council resolution
	County Councillor position		Written support / position	Councillor email or note
<b>Deliverability</b>	TRO feasibility		Risks or constraints noted	Officer judgement; precedent TROs
	Filter feasibility		Physical feasibility described	Site visit; photos; street imagery
<b>Environment</b>	Noise / air quality benefit		Expected change described	Defra background maps; traffic reduction
	Rural / biodiversity benefit		Impact on rural character noted	MAGIC Map; local designations

## Annex 3. Interventions Toolkit

The implementation of a Quiet Lane scheme will make use of the following interventions:

Type	Intervention	Description
<b>Core/ Required</b>	<b>Traffic filter / restriction</b>	<p>Aimed at preventing the road from being used by through-traffic.</p> <p>Typically achieved by a motor vehicle restriction at either end of the lane – or somewhere in between – enforced by a physical obstacle (gate, bollard)</p> <p>Potential for restricted access and provide exemptions under special circumstances</p> <p>Potential for restrictions to be camera-enforced under special circumstances</p>
	<b>Speed limit reduction</b>	Speed limits for a Quiet Lane, in the entirety of its length, should be 20mph
<b>Complementary/ Optional</b>	<b>Quiet Lane designation</b>	Introduced by means of a Traffic Regulation Order
	<b>Signage</b>	Quiet Lane signage or others (“pedestrians on road” / “Road open to...”)
	<b>Traffic calming</b>	<p>Aimed at reducing the speed of traffic by means of physical measures including:</p> <ul style="list-style-type: none"> <li>• gateway treatments</li> <li>• gates (for livestock)</li> <li>• horizontal deflection (build-outs/ Chicanes)</li> <li>• vertical deflection (speed humps)</li> <li>• lining (centre-line removal, edge-of-road lines offset)</li> <li>• surfacing (buff asphalt, imprints)</li> <li>• junction treatments (start-end of Quiet Lanes, intersection with major roads)</li> </ul>
	<b>Wayfinding</b>	Including local PROW network
	<b>Rest points (benches)</b>	Provision of rest stops (benches/ seating) to improve comfort and accessibility, especially for the less mobile.
	<b>Place Making/ Art/ Environmental enhancements</b>	Place making features contribute to creating a welcoming and inclusive environment; it has potential to encourage a sense of ownership, especially if developed by the local community



**Oxfordshire County Council**  
**Equalities Impact Assessment**

Quiet Lanes Policy & Delivery Framework

29/04/26

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Place Shaping / Place Planning
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Quiet Lanes Policy and delivery framework
<b>Is this a new or existing function or policy?</b>	New
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community?  (following completion of the assessment).	The are no negative impacts associated with the adoption of the quiet lanes policy.  Rural communities will be positively affected, as intended consequences of quiet lanes is to reduce through traffic through rural communities, resulting in lower level of noise and air pollution, improve safety for non-motorised users and opportunities for place making, nature recovery.
<b>Completed By</b>	Dan McCrory (Technical Lead – Place Planning Central)
<b>Authorised By</b>	Melissa Goodacre
<b>Date of Assessment</b>	29/04/2026

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>This is a proposal to implement and test a countywide Quiet Lanes policy, as set out in the Policy Statement along with an associated framework for their implementation, in order to improve coherence and speed up the delivery of a type of scheme which has great potential for encouraging rural active travel, improving local amenities and road safety whilst providing resource efficiencies. Bringing forward the Quiet Lanes policy and pilot scheme, enables the County Council to use this as one mechanism to deliver rural transport and health improvements for communities, in accordance with the Local Transport &amp; Connectivity Plan and Marmot Place Programme.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>In the absence of a county-wide Quiet Lanes policy, delivery to date has been ad hoc, resource intensive and lacking network coherence, limiting impact despite multiple isolated examples.</p> <p>A standardised policy and assessment framework would streamline delivery, enable a step change in implementation, and improve consistency, understanding and compliance across Oxfordshire.</p>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>Evidence from Department for Transport (DfT) evaluations of existing Quiet Lane initiatives indicates that signage-only approaches generally have little to no impact on traffic volumes or vehicle speeds.</p> <p>Furthermore, a review conducted by the Transport Research Laboratory of several Quiet Lane pilot schemes concluded that “the best documented UK pilots show little to no systematic reduction in speeds or motor traffic</p>

<p>supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>volumes from signs alone; user awareness may improve, but the lanes remain open to general traffic without enforceable restrictions.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Options for delivering quiet lanes can include proposals to mix traffic. This has been discounted as evidence from similar schemes across the country shows these do not have the desired effect in relation to encouraging active travel or environmental benefits.</p>

**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential limitation to their ability to access services, schools, medical appointments, and potential restrictions of mobility.	Risk of negative impacts mitigated against through the assessment criteria - schemes will only be implemented where there is an adequate alternative route that do not excessively add to journey time or create the need for circuitous journeys. Behaviour change interventions e.g. to cycle the route or information to increase awareness of the new sustainable travel options will take place.	Dan McCrory (Technical Lead, Place Planning Central)	Considered at project outset and monitored through experimental TRO period.

<b>Disability</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential limitation to their ability to access services, medical appointments and ability to receive home care.	Risk of negative impacts mitigated against through the assessment criteria - schemes will only be implemented where there is an adequate alternative route that do not excessively add to journey time or create the need for circuitous journeys. Behaviour change interventions e.g. to cycle the route or information to increase awareness of the new sustainable travel options will take place.	Dan McCrory (Technical Lead, Place Planning Central)	Considered at project outset and monitored through experimental TRO period.
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential limitation to their ability to access services, medical appointments and ability to receive home care.	Risk of negative impacts m mitigated against through the assessment criteria - schemes will only be implemented where there is an adequate alternative route that do not excessively add to journey time or create the need for circuitous journeys. Behaviour change interventions e.g. to cycle the route or information to increase awareness of the new sustainable travel options will take place.	Dan McCrory (Technical Lead, Place Planning Central)	Considered at project outset and monitored through experimental TRO period.
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Intended consequences of quiet lanes is to reduce through traffic through rural communities, resulting in lower level of noise and air pollution, improve safety for non-motorised users and opportunities for place making, nature recovery.	Behaviour change interventions to increase awareness of the new sustainable travel options will take place to enable nearby rural communities to maximise their use of the new quiet lanes to walk, wheel, cycle and horse ride.		
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential limitation to their ability to reach residents receiving home care	Risk of negative impacts mitigated against through the assessment criteria - schemes will only be implemented where there is an adequate alternative route that do not excessively add to journey time or create the need for circuitous journeys. When projects are identified, share with Carers Network for awareness.	Dan McCrory (Technical Lead, Place Planning Central)	Considered at project outset and monitored through experimental TRO period.

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Refugees, Asylum seekers and Undocumented migrants (i.e. vulnerable migrants)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Socio-Economic Duty</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

### Section 3: Impact Assessment - Additional Wider Impacts

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Social Value <sup>1</sup></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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

## Section 4: Review

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

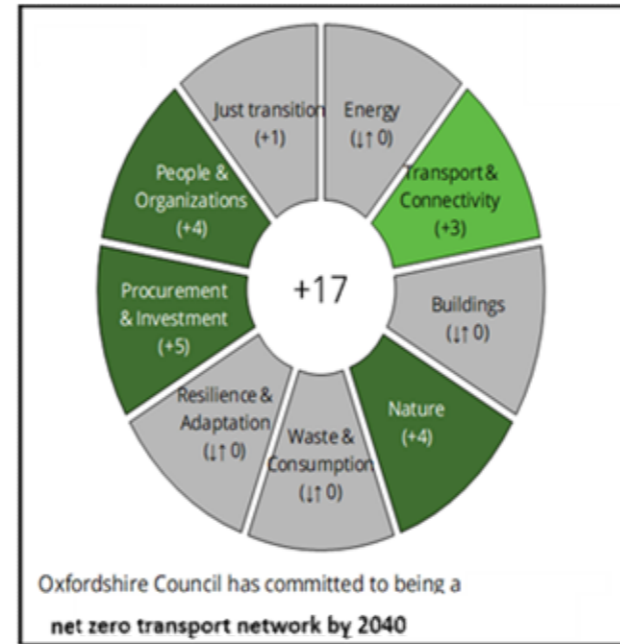
<b>Review Date</b>	<b>Annual</b>
<b>Person Responsible for Review</b>	<b>Dan McCrory (Technical Lead Place Planning)</b>
<b>Authorised By</b>	<b>Melissa Goodacre (Sustainable Transport Manager)</b>

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# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Place Shaping / Place Planning
<b>What is being assessed</b>	Quiet Lanes Policy and delivery framework
<b>Is this a new or existing function or policy?</b>	New
<b>Summary of assessment</b>	<p>Quiet lanes policy has positive impact on carbon reduction by creating safe routes that encourage active travel and move away from car dependencies. Removal of motor traffic is also likely to have positive impacts for nature recovery and BNG opportunities.</p> <p>Overall, policy supports transition to net zero, doesn't increase emissions and supports long terms objectives of encouraging modal shift.</p>
<b>Completed by</b>	Dan McCrory (Central Place Planning)
<b>Climate action sign off by</b>	Franco Gonzalez, Carbon Analyst
<b>Director sign off by</b>	Melissa Goodacre, Sustainable Transport Manager
<b>Assessment date</b>	30/03/2026



## Detail of proposal

<b>Context / Background</b>	This is a proposal to implement and test a countywide Quiet Lanes policy, as set out in the Policy Statement along with an associated framework for their implementation, in order to improve coherence and speed up the delivery of a type of scheme which has great potential for encouraging rural active travel, improving local amenities and road safety whilst providing resource efficiencies.
<b>Proposal</b>	In the absence of a county-wide Quiet Lanes policy, delivery to date has been ad hoc, resource intensive and lacking network coherence, limiting impact despite multiple isolated examples. A standardised policy and assessment framework would streamline delivery, enable a step change in implementation, and improve consistency, understanding and compliance across Oxfordshire.
<b>Evidence / Intelligence</b>	Evidence from Department for Transport (DfT) evaluations of existing Quiet Lane initiatives indicates that signage-only approaches generally have little to no impact on traffic volumes or vehicle speeds.  Furthermore, a review conducted by the Transport Research Laboratory of several Quiet Lane pilot schemes concluded that “the best documented UK pilots show little to no systematic reduction in speeds or motor traffic volumes from signs alone; user awareness may improve, but the lanes remain open to general traffic without enforceable restrictions.
<b>Alternatives considered / rejected</b>	Options for delivering quiet lanes can include proposals to mix traffic. This has been discounted as evidence from similar schemes across the country shows these do not have the desired effect in relation to encouraging active Travel or environmental benefits.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		1	Minor benefit - benefits of Active Travel may supports away from car ownership		
Transport & Connectivity	Supports active travel		3	Major impact - Long term benefits to Active tavel users		
Transport & Connectivity	Increases use of public transport	N/A				
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		3	Removal of motor traffic provides nature recovery, BNG and wildlife corridor opportunities, through reduced noise and air pollution and dangers posed by vehicles.		
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces		1	By removing high speed motor traffic Quiet Lanes will enable and encorurgae access ot nature, particulalrly where lanes lead to the PROW network. Improves routes and access to green spaces		
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		3	Capital investment that supports transition to net zero and doesn't lead to net increase of emissions across the county		
People & Organizations	Drives behavioural change to address the climate and ecological emergency		3	Major impact - supports long term objectives of mode shift, provdiing safe routes for all levels of active travel users.		
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A				
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing		1	By supporting active travel, the initiative also supports health improvement and well being through access to nature.		

Just transition

Reduces poverty and inequality

N/A

Division(s): N/A

## CABINET – 19 MAY 2026

### FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Topic/Decision

Portfolio/Ref

#### Cabinet, 16 June 2026

<ul style="list-style-type: none"> <li>▪ <b>Business Management &amp; Monitoring Report - Annual Report, Provisional Revenue Outturn 2025/26</b> To note the report and agree the recommendations</li> </ul>	<p>Cabinet, 26/029 - Cabinet Member for Finance, Property and Transformation</p>
<ul style="list-style-type: none"> <li>▪ <b>Capital Outturn Report 2025-26</b> To note the performance against the capital programme for 2025/26 as set out in the report.</li> </ul>	<p>Cabinet, 26/043 - Cabinet Member for Finance, Property and Transformation</p>
<ul style="list-style-type: none"> <li>▪ <b>HR &amp; Cultural Change - Quarterly Employee Data Report (Q4 2025-26)</b> Quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report.</li> </ul>	<p>Cabinet, 26/081 - Cabinet Member for Resources and Deputy Leader</p>
<ul style="list-style-type: none"> <li>▪ <b>Tree Care Framework - Contract Award</b> Seeking Cabinet approval for award of Tree Care Framework.</li> </ul>	<p>Cabinet, 26/102 - Cabinet Member for Place, Environment and Climate Action</p>
<ul style="list-style-type: none"> <li>▪ <b>Cowley Branch Line Funding</b> The report provides an updates on the Cowley Branch Line scheme and seeks authorisation of funding contributions towards the project.</li> </ul>	<p>Cabinet, 26/104 - Cabinet Member for Place, Environment and Climate Action</p>
<ul style="list-style-type: none"> <li>▪ <b>Oxfordshire Infrastructure Strategy</b> The purpose of OxIS is to: <ul style="list-style-type: none"> <li>• Provide a comprehensive understanding of the strategic infrastructure that is necessary to support future development to 2050.</li> </ul> </li> </ul>	<p>Cabinet, 26/113 - Cabinet Member for Place, Environment and Climate Action</p>

<ul style="list-style-type: none"> <li>• Function as a statement and evidence base of Oxfordshire’s ambition for sustainable infrastructure development that both enables planned growth but recognises and seeks, where necessary to mitigate its impacts on the environment.</li> <li>• Be a key investment document that Oxfordshire can use to engage with government, infrastructure providers, the business community and residents.</li> <li>• Inform, and be informed by individual Local Plans, other planning policies, planning decisions and key studies across Oxfordshire.</li> <li>• Provide an accessible vehicle for engagement and consultation with the Oxfordshire community and wider partners.</li> </ul>	
<ul style="list-style-type: none"> <li>▪ <b>Spatial Development Strategy</b> Seeking approval for Oxfordshire County Council to participate in, and help lead, a joint Thames Valley partnership (Oxfordshire, Berkshire unitary authorities and Swindon) to progress the pre-inception phase of work for a Thames Valley Spatial Development Strategy (SDS).  Further details can be added to this description in due course.</li> </ul>	Cabinet, 26/111 - Cabinet Member for Adults, Cabinet Member for Place, Environment and Climate Action
<ul style="list-style-type: none"> <li>▪ <b>SEND Reform Plan</b> The SEND Reform Plan sets out how Oxfordshire will respond to the Government’s proposed SEND reforms and the Schools White Paper, providing a shared, system-wide approach to improving inclusion, outcomes for children and young people with SEND, and long-term financial sustainability. Developed jointly with partners, the plan builds on existing improvement activity and reflects shared accountability across the local area. It is structured around the national SEND reform framework and sets out the priorities and actions required to deliver sustainable improvement locally.</li> </ul>	Cabinet, 26/107 - Cabinet Member for Children and Young People

### **Delegated Decisions by Cabinet Member for Children and Young People, 16 June 2026**

<ul style="list-style-type: none"> <li>▪ <b>Annual Childcare Sufficiency Assessment</b> OCC is required under the Childcare Act 2006 to ensure sufficient childcare provision, enabling families to access funded entitlements, maintain employment, or pursue education and training. Local Authorities must publish an annual childcare sufficiency report detailing how these duties are fulfilled, with the report provided to elected Council Members and made accessible to parents. The council uses data from childcare</li> </ul>	Delegated Decisions by Cabinet Member for Children and Young People, 26/112 - Cabinet Member for Children and
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providers to assess the availability of places across the county, and these assessments form part of broader intelligence efforts by the Early Years and Childcare Sufficiency and Access team, guiding effective planning and supporting families.	Young People
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## Delegated Decisions by Cabinet Member for Transport Management, 18 June 2026

<ul style="list-style-type: none"> <li>▪ <b>Headington Market, Oxford – TRO Amendments</b> Headington Action group who run the Headington Market every Saturday are funding a TRO change via CIL funding to amend four existing parking bays to allow for Market Holders (permits) to use the bays during the market times. The bays are currently suspended, but a more permanent solution is required. Site meeting with Headington Action Group and the County Councillor took place and support the proposals. Gladstone Road – to accommodate new dropped kerb being installed.</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/082 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>Land at 60-68 Broadway, Didcot, Oxfordshire - Parking Amendments</b> Changes required to existing parking restrictions as part of a development which is creating an access onto Broadway, Didcot</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/074 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>Proposed Changes to the MyBus Ticketing Scheme (2026/27)</b> Proposed changes to the MyBus multi operator ticketing scheme, for 2026/27 and beyond, to ensure its long term financial sustainability.</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/053 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>A40 Access to Witney - Traffic Management Orders</b> Proposed speed limit changes, clearway extensions and no entry restrictions associated with the junction improvements on the A40</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/068 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>Proposed 20mph Speed Limit - Compton Beauchamp</b> Introduction of a 20mph speed limit as part of vision zero.</li> </ul>	Delegated Decisions by Cabinet Member

	for Transport Management, 26/065 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>Proposed 20mph Speed Limit - Fordwells</b> Introduction of a 20mph speed limit on roads within Fordwells, Parish of Asthall, which is being promoted as part of the councils vision zero project.</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/058 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>Shrivenham Parking Review 2026</b> Review of the parking scheme in central Shrivenham introduced in 2025. Proposals include no waiting restrictions and changes to disabled parking bays</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/055 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>A4158 Rose Hill Service Road - Appraisal of Options</b> The report outlines the highway options available to address the collision history at the southern access to the service road.</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 25/257 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>Proposed 20mph Speed Limit - Hardwick Hill, Banbury</b> 20 mph speed limit being introduced to promote road safety</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/059 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>Proposed Traffic Calming - Townsend Road, Shrivenham</b> The current proposals comprise a new traffic calming scheme along Townsend Road to reduce speeds in the vicinity of the development. The traffic calming measures consist of dragon's teeth on the approach to the new '30'mph speed gateway, a Speed Indicator Device (SID) and 3Nr bus friendly speed</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/025 - Cabinet Member for

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<ul style="list-style-type: none"> <li> <p>▪ <b>Proposed Waiting Restrictions - Frontier Park, Chacombe</b> Proposed double yellow lines on access road to development to maintain access and safety. Required prior to adoption of the roads on the development.</p> </li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/099 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li> <p>▪ <b>Proposed No Waiting Restrictions - Oxford Science Park Primary Substation (Grenoble Rd, Littlemore)</b> The proposed access and egress require some loss of parking space and the egress will require No Waiting restrictions in order to secure the required visibility splay</p> </li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/077 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li> <p>▪ <b>Green Road and Bisecting Byway - Letcombe Regis (Seasonal and Width Restriction TRO)</b> Width restriction to To maintain safety for the majority of stakeholders.</p> </li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/078 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li> <p>▪ <b>Proposed Parking Permit Eligibility Changes - Oxford City</b> Amendments to parking permit eligibility as part of planning conditions through change of use.</p> </li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/020 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li> <p>▪ <b>Proposed One Way Streets - Spring Meadow, Witney</b> Formalisation of a one way system to improve highway safety. The Development is completely built out but is not yet adopted. It is the intention of OCC to progress a s38 legal agreement to adopt the highway assets</p> </li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/019 - Cabinet Member for Transport Management

<ul style="list-style-type: none"> <li>▪ <b>Godington: Proposed 20mph Speed Limit</b> Proposed 20mph speed limit being promoted under vision zero</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/091 - Cabinet Member for Transport Management
<ul style="list-style-type: none"> <li>▪ <b>Swinbrook: Proposed 20mph Speed Limits</b> 20mph being promoted as part of the councils vision zero project</li> </ul>	Delegated Decisions by Cabinet Member for Transport Management, 26/090 - Cabinet Member for Transport Management

### **Delegated Decisions by Cabinet Member for Place, Environment and Climate Action, 18 June 2026**

<ul style="list-style-type: none"> <li>▪ <b>Update to Local Standards Guidance for Surface Water Drainage on Major Development in Oxfordshire</b> To consider updates to OCC's local standards guidance for surface water drainage on major developments</li> </ul>	Delegated Decisions by Cabinet Member for Place, Environment and Climate Action, 26/106 - Cabinet Member for Place, Environment and Climate Action
<ul style="list-style-type: none"> <li>▪ <b>Updating Thresholds for Section 19 Flood Investigation Reports</b> To consider updates to Section Flood Investigation thresholds</li> </ul>	Delegated Decisions by Cabinet Member for Place, Environment and Climate Action, 26/105 - Cabinet Member for Place, Environment and Climate Action

## Delegated Decisions by Cabinet Member for Adults, 16 June 2026

<ul style="list-style-type: none"> <li>▪ <b>Staying Well At Home Framework Model</b> Live Well At Home (LWAH) Framework is currently facilitating delivery of domiciliary care in 3 main areas: D2A/Reablement (following hospital discharge); long-term home care; and care delivered at Extra Care Housing (ECH) schemes. The existing framework will end on 31st March 27. We require a key decision regarding the implementation of the new model of LWAH framework.</li> </ul>	<p>Delegated Decisions by Cabinet Member for Adults, 26/009 - Cabinet Member for Adults</p>
<ul style="list-style-type: none"> <li>▪ <b>Order of St John (OSJ) Extra Care Housing Retender</b> his project will deliver a short-term recommissioning of Extra Care Housing (ECH) care services across six schemes currently provided by Order of St John Care (OSJ), following OSJ's decision to withdraw from the service. The current arrangements cannot guarantee service continuity beyond March 2027, requiring the Council to put in place an interim solution. The project will design and procure a 2–3 year, like-for-like care contract to ensure continuity of care, resident safety, and operational stability while maintaining alignment with the Council's longer-term ECH recommissioning through the Live Well at Home programme from 2028. The work includes confidential market engagement, development of tender documentation, mobilisation planning, and transition management, including TUPE and provider exit arrangements. The estimated contract value will be confirmed following confidential market engagement and completion of the procurement process. The proposed arrangement is for a 2–3 year, like-for-like interim contract to ensure continuity of care across six Extra Care Housing schemes (in excess of £2M)</li> </ul>	<p>Delegated Decisions by Cabinet Member for Adults, 2026/086 - Cabinet Member for Adults</p>
<ul style="list-style-type: none"> <li>▪ <b>Complex Needs Supported Living</b> New Complex Needs supported living contract via a mini competition through the Live Well Supported Services Framework Lot 2.</li> </ul>	<p>Delegated Decisions by Cabinet Member for Adults, 26/108 - Cabinet Member for Adults</p>

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