



To: **Members of the Cabinet**

## ***Reconvened Meeting of the Cabinet***

**Friday, 30 July 2021 at 12.00 pm**

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

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

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

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

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

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

Yvonne Rees  
Chief Executive

July 2021

Committee Officer: **Colm Ó Caomhánaigh**  
Tel: 07393 001096; E-Mail:  
[colm.oacaomhanaigh@oxfordshire.gov.uk](mailto:colm.oacaomhanaigh@oxfordshire.gov.uk)

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## Membership

### *Councillors*

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

*The Agenda is attached. Decisions taken at the meeting will become effective at the end of the working day on Monday 9 August 2021 unless called in by that date for review by the appropriate Scrutiny Committee. Copies of this Notice, Agenda and supporting papers are circulated to all Members of the County Council.  
Date of next meeting: 21 September 2021*

## Declarations of Interest

### The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

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

### Whose Interests must be included?

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

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

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

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

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

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

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

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

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

### List of Disclosable Pecuniary Interests:

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

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

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

# AGENDA

## 1. Department of Transport Tranche 3 Active Travel Bid (Pages 1 - 18)

*Cabinet Member:* Highway Management

*Forward Plan Ref:* 2021/121

*Contact:* Simon Lymn, Programme Lead Tel: 07799 097637

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

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

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

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## Divisions Affected – County Wide

### CABINET 20 JULY 2021

#### Department for Transport Active Travel Fund – Tranche 3

#### Report by Corporate Director Environment and Place

### RECOMMENDATION

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

### Executive Summary

2. This paper has been produced to provide Cabinet with an overview of the Department of Transport (DfT) Active Travel Fund and to seek Cabinet approval to delegate the decision to approve the Tranche 3 submission to officers due to the short timescale set by the DfT.
3. The Council was previously successful in the award of Capital funding for Active Travel Tranche 2 in 2020. In 2020 an indicative allocation of the expected funding was provided, however the DfT have confirmed there will be no allocations this year, but that bids should be developed based upon previous years allocations combined with Council ambitions. Previous years allocations to Oxfordshire County Council for Tranche 1 have been £298,500 and £2.98m for Tranche 2. We are also expected to receive a minimum of £237,000 in revenue funding for Active Travel measures by the end of July.

### Active Travel – Department for Transport Tranche 3 bid

4. The DfT announced on June 14<sup>th</sup>, 2021 Active Travel Capital funding amount across the country worth £239m to be provided to local transport authorities to embed walking and cycling as part of the new long-term commuting habits and to reap the associated health, air quality and congestion benefits and forms part of the Governments £2 billion commitment set-out in [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/94421/gear-change-a-bold-vision-for-cycling-and-walking.pdf).
5. There are three main components to the bid:

- (a) Details on scheme information
  - (b) Cycle and Walking Scheme pipeline information – 1, 4 and 10 year pipeline, supported by a network plan.
  - (c) Expressions of interest for the development of a Mini Holland and a GP Prescribing Pilot.
6. For the council to be successful all schemes put forward need to comply with cycling design standards as set out in local transport note LTN 1/20. Cycling schemes will also need to include segregation or point closures to through traffic, exceptions are possible although they are expected to be limited in nature, focused around physical capacity. Advisory lanes and those marked only with white paint will not be funded.
7. The Council should continue to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) and schemes will need to be developed with local communities. In addition, all schemes put forward will need written confirmation from the Leader of the Council's long-term commitment to them.
8. Whilst no indicative funding has been made available to Oxfordshire County Council for Tranche 3 it is expected that the Council's allocation to be in excess of last years allocation i.e. £3m. To signify the Council's ambitions and reflect the full scale of investment needed to make a significant difference to communities it is proposed to bid for significantly more than the previous allocation. An officer working group has been established to develop the bid that has to be submitted on 9 August 2021. In addition, shortlisted local authorities who submit and EOI for Mini-Holland will receive up to £100,000 in revenue funding.
9. The timeline for the submission of the bid is very short and therefore it is not possible for the proposed measures and DfT submission document to be presented to the Cabinet for Approval. It is requested that Cabinet agree to delegating final sign-off to officers.

## **Corporate Policies and Priorities**

10. This bid will support the following objectives as set-out in the Council's Corporate plan:
- a) Provide services that enhance the quality of life and take action to reduce the impact of climate change and protect the local environment.
  - b) Tackle inequality help people live safe and healthy lives and enable everyone to play an active part in their community.
  - c) The schemes put forward will also help to delivery those already set out in the area based Local Cycle and Walking Infrastructure Plans.

## Financial Implications

11. The criteria for Tranche 3 funding includes a requirement to spend the funding by March 2023. The DfT have stated that performance in scheme delivery will be taken into account in future funding allocations, poor performing authorities can expect future grant payments to be adjusted downwards. The financial deliverability of the bid will be signed off in accordance with the scheme of delegation.
12. The County Council's submission may also include approved OCC or partner funding where available to strengthen the submission, but there is no additional capital or revenue impact associated with this submission.

Comments checked by:  
Rob Finlayson  
Finance Business Partner  
[Rob.Finlayson@Oxfordshire.gov.uk](mailto:Rob.Finlayson@Oxfordshire.gov.uk)

## Legal Implications

13. No immediate legal implications are envisaging at this stage. Upon successful receipt of funding, all schemes that are delivered will be subject to the statutory Consultation process where necessary as part of the powers set out in the Highways Act (1980).

Comments checked by:  
Christian Smith  
Principal Solicitor  
[Christian.smith@oxfordshire.gov.uk](mailto:Christian.smith@oxfordshire.gov.uk)

## Staff Implications

14. As the bid is developed and finalised resources will be identified to deliver the bid if successful. The intention is to only create new staff posts that are funded from the bid and to appoint once funding is confirmed from DfT. Any posts generated will be employed on fixed term contracts within the duration of the bid and funding constraints.

## Equality & Inclusion Implications

15. At the time of writing, there are no known equalities implications however, there is the understanding that as schemes are developed where necessary an Equalities and Climate Impact Assessment will be produced.

## **Sustainability Implications**

16. The core aims of the bid submission is to support and encourage increased levels of walking and cycling as such it isn't envisaged that there would be any adverse impacts to the Council's overall Sustainability goals.

## **Risk Management**

17. A risk register and management strategy are in development. The project is being proactively managed through the development of the funding bid and, if that is successful, the Business Case development stage and on to implementation of the bid.
18. There are likely to be a wide range of risks associated with both the bidding process and the delivery of the bid. These range from ensuring due diligence is completed to minimise cost risk exposure; capital implications on the council's budget for supporting the ongoing maintenance of the infrastructure; delivering effective communication and engagement strategies to meet community expectations; to contractually ensuring delivery can be expedited.
19. The consultation and engagement undertaken for Tranche 2 schemes has identified there is significant interest in some of the schemes. As a result of this, a review of the existing consultation approaches being used is ongoing. Any new approach will be developed in liaison with the Cabinet member.
20. The DfT have asked for a pipeline of schemes for future years funding, with the intention of providing a longer -term settlement plan. This will enable the Council to plan and manage schemes more effectively in the future.
21. These and other risks are being identified and assessed with officers across the council and will be managed through the Council's established processes.

## **Consultations**

22. The proposed list of schemes to be included in the bid have been developed from the previous proposals submitted by members and stakeholders as part of development of Tranche 2 bidding process and adopted LCWIPs. This process resulted in the submission of some 475 proposals across the County. .
23. To finalise the list of schemes for inclusion within Tranche 3, LCWIP schemes have been considered along with those considered during the Tranche 2 process. Collectively they have been considered and assessed against the latest funding requirements, scheme deliverability and cost. This has enabled a large number of schemes be considered within the time available. These have been discussed with key stakeholders.



24. Should any stakeholders suggest additional schemes over and above those meeting the Tranche 3 funding conditions, these will be considered as part of the next Active Travel bid round anticipated in 2022.

**CEDR Member  
Bill Cotton**

Annexes:                                   Annex A: Active Travel Fund Bid invitation  
  Annex B: Proposed Oxfordshire scheme list

Contact Officer:                       Simon Lymn, Programme Lead  
  [Simon.Lymn@oxfordshire.gov.uk](mailto:Simon.Lymn@oxfordshire.gov.uk)

July 2021

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Department  
for Transport

Rupert Furness  
DEPUTY DIRECTOR, ACTIVE TRAVEL  
DEPARTMENT FOR TRANSPORT  
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14 June 2021

Dear Sir/Madam,

### **Active Travel Fund: Local Authority Capital Funding for 2021/22 and expressions of interest for Mini Hollands and GP Prescribing Pilot**

This letter invites your local authority to bid for capital funding for the current financial year 2021/22, to support delivery of ambitious new cycling and walking infrastructure schemes. This funding is part of the Government's £2 billion commitment set out in "[Gear Change](#)" to deliver a step change in the provision of high quality schemes that deliver better streets for everyone.

Bids must be submitted by **Monday 9 August but you are encouraged to bid sooner**. Combined Authorities are expected to produce a single bid on behalf of their constituent authorities. Funding for London boroughs is being handled separately, and London boroughs do not need to submit proposals to the Department for Transport.

The Department does not intend to set indicative capital allocations. To give an indication of scale, the total amount of funding being made available is £239 million, and eligible local authorities may therefore receive broadly similar levels of funding to 2020/21; however, to qualify for any funding at all this year, authorities must commit to the following key principles:

1. The Department only intends to fund schemes which comply with the [Cycling Design Standards](#) set out in local transport note LTN 1/20. All cycling schemes will need to include segregation or point closures to through traffic. Advisory cycle lanes, and those marked only with white paint, will not be funded. We expect local authorities and developers to utilise the guidance in the design of all schemes regardless of whether they are seeking Government funding. Over the coming months, we will be offering training events aimed at local highway teams, active travel teams and accessibility teams, covering the key features of the standards, and its supporting tools.
2. All authorities are to undertake network planning to inform prioritisation of future schemes, in the form of [Local Cycling and Walking Infrastructure Plans \(LCWIPs\)](#) or similar local strategies. This helps to ensure that schemes are integral to long term investment plans and are driven by local demand for cycling and walking infrastructure. LCWIPs should be supported by your authority at the

very highest levels of leadership; developed in consultation with local communities; and integrated with your local transport plans, as well as wider plans for public health, economic development and carbon reduction. These plans must also show proper integration with cross-modal schemes, such as opportunities for boosting cycling and walking around HS2, East West Rail, Highways England, Restoring Your Railways, Historical Railways Estate and National Cycle Network schemes.

We know that many authorities have already developed LCWIPs with support via the Department's pilot support programme, or through your own independent work. If your authority has yet to develop a LCWIP, or it is at an early stage of development, the Department will be offering dedicated technical support in partnership with Sustrans to help you develop your future plans. We will provide further details of this support, and what you need to do to access it, shortly. Authorities without LCWIPs are still able to bid for capital funding this year, but it must be demonstrated that proposed schemes fit into a robust long-term network plan, which will need to be provided as part of the bidding process.

3. All schemes must include plans to be **developed in consultation with local communities**, in line with the process set out for the Active Travel Fund (see Annex A). As we have set out in previous letters, consultation does not mean giving anyone a veto, requiring consensus on schemes, or prioritising the loudest voices. It could include adopting measures (such as polling) to cut through the noise and come to an accurate understanding of public views.
4. All schemes must be **supported by local authority leaders**, who will need to provide written confirmation of the authority's long-term commitment to them. All schemes should be given sufficient time to bed in and for benefits to be realised before any changes are made to them: the Department will reserve the right to claw back funding where schemes which it has funded are prematurely removed.
5. To agree, if asked, to put larger schemes through a **design review**, to be managed by DfT and the future Active Travel England body.

Bids will be assessed in line with the following criteria, which will guide final allocations to authorities:

1. Propensity to convert short vehicle journeys into cycling and walking, resulting in carbon, air quality and congestion benefits;
2. Tackling areas with poor health outcomes and with high levels of deprivation;
3. Number of people that will benefit from the measures;
4. Compliance with the key principles above.

The bidding proforma should be completed via [Smart Survey](#). More detailed FAQs for bidding authorities are attached to this letter, along with a copy of the bid proforma. It is our intention that the bidding process should be swift and not onerous. In many cases authorities will already have proposals for LTN1/20-compliant schemes or may wish to make permanent some of the temporary schemes installed under the Emergency Active Travel Fund in the last year.

Funding can be used to support a range of scheme types and can also be used to support feasibility studies and scheme design as well as construction, providing that the funding can be capitalised. Local authorities should also consider, and take steps to mitigate, the wider impacts of any proposals, particularly on disabled people and others with protected characteristics as part of their Public Sector Equality Duty.

In applying for funding, we are asking authorities to supply the following evidence to the Department within the bid proforma:

- Updated LCWIPs (if applicable), including your latest network plans.
- Brief information on your authority's investment priorities for cycling and walking infrastructure schemes over the next 1 year, 4 years and 10 years. Only high level information is required for schemes to be delivered over the 4 and 10 year time period. This information will enable the Department to establish a clearer picture of future funding demand.
- Details of the schemes for which you are seeking funding in 2021/22, in priority order.

Applicants are also expected to assess and confirm, through their section 151 officer, the value for money of their schemes. For all schemes costing £2 million or more, the Department will require applicants to undertake a value for money assessment using the Active Mode Appraisal Tool (AMAT). Accompanying this letter, we have sent you value for money guidance to help assess your schemes which should make this process straightforward.

In the event that schemes are unable to be delivered, the authority should submit revised proposals which do offer value for money to the Department as soon as possible. Where this is not possible, the Department will reserve the right to claw back any funding by adjusting downwards a future grant payment to your authority.

The Department will also expect the impact of schemes to be monitored and evaluated. A copy of the monitoring and evaluation guidance issued with earlier tranches of funding accompanies this letter. This will be a requirement for all schemes costing £2 million or more and is recommended for other significant schemes.

### **Mini Hollands development programme**

The Department is also taking this opportunity to invite expressions of interest from authorities in the Government's Mini-Hollands development programme. Mini Hollands involve intensive, transformational spending on local roads and streetscapes to make them, over time, as cycle and pedestrian-friendly as their Dutch equivalents. This includes installation of high quality segregated cycle lanes on main roads, low-traffic neighbourhoods and high streets, and greater roadspace allocation for people walking.

The results from three Mini Holland schemes in London have shown dramatic improvements, with cycling increasing by 18 per cent and walking by 13 per cent in the first year after construction. Congestion did not rise in the longer term, because the changes allowed many people who had previously driven very short journeys to walk or cycle instead.

We are therefore looking to develop a shortlist of around 12 non-London local authority areas, to benefit from intensive investment in mini-Holland schemes on the same model. The main focus will be on replacing short car trips. Candidate authorities must be places where there is serious political commitment to dramatic change – not just for cyclists, but for everyone who lives and works there. There must also be clear plans for the mini-Holland schemes to be properly integrated into wider cycling and walking network plans (e.g. within the 4 and 10-year project pipelines).

More details on how to apply are set out in the attached FAQ guidance. Revenue funding will be made available to shortlisted authorities (up to £100k per authority) to develop detailed proposals later in the year. Longer term funding will be provided following the next multi-year Spending Review, expected later in 2021.

### **GP prescribing pilot**

We are looking for a small group of Local Authorities to take part in a pilot to provide cycling and walking interventions as part of a social prescribing offer. These pilots must be supported by the local Clinical Commissioning Groups and Primary Care Networks.

Taking up cycling is amongst the most effective health interventions a person can make: according to a recent Glasgow University study, cycling to work can contribute to a 45% lower risk of developing cancer, a 46% lower risk of heart disease and a 41% lower risk of premature death, compared to a nonactive commute.

We will develop a shortlist of up to four authorities to take part in the pilot. The Department wishes to invite local authorities with areas of poor health and low physical activity rates to express their interest via a short letter. We invite EOIs from authorities with a range of experiences in social prescribing, from more to less mature. A commitment to innovation and buy-in from key stakeholders is important.

The project will seek to deliver personalised care through approaches determined most appropriate for the identified areas. A key network for this will be link workers experienced in social prescribing in primary care networks. Pilots will prescribe cycling or walking wherever appropriate, and make available cycles, as well as training, access to cycling groups and peer support.

To support patients to feel safe to cycle in their local community, places will need to invest in infrastructure improvements such as segregated lanes, low-traffic neighbourhoods and secure cycle parking. There must also be clear plans for the prescribing pilots and related infrastructure improvements to be properly integrated into wider cycling and walking network plans. Access to good quality green space and green routes, away from traffic, can both increase attractiveness of cycling and bring mental health benefits. Such interventions could be connected to NHS campaigns in the pilot areas.

As with the mini-Hollands development programme, more details on how to apply are set out in the attached FAQ guidance. Revenue funding will be made available to shortlisted authorities (up to £100k per authority) to develop detailed proposals later in the year.

Longer term funding will be provided following the next multi-year Spending Review, expected later in 2021.

### **Further advice and guidance**

Cycle Infrastructure Design Guidance (LTN 1/20) one-day training events will be available to all local and combined authorities. This training is aimed at local highway teams, active travel teams and accessibility teams and will comprise a one-day interactive course. The training will be provided from July 2021 through to January 2022 by Sustrans with support from the LCWIP consortium (Sustrans, Living Streets and Cycling UK). Courses will generally be provided for single authorities (or combined authorities) and will be for 8 to 12 places for each authority (or combined authority) per course. To register your interest please book a slot for your authority at the following Eventbrite link

<https://www.eventbrite.co.uk/e/designing-high-quality-walking-cycling-infrastructure-ltn-120-guidance-tickets-155795834535>.

We are arranging two one-hour online sessions for LAs during the early phase of the bidding window, to discuss the key requirements of the bidding process, and answer any remaining questions. These sessions will cover general bid and value for money requirements, monitoring and evaluation and guidance on consultation. Invitations for these sessions will be circulated in due course.

The Department is in the process of commissioning a number of roundtable events, where Local Authority Leaders and Cabinet Members, will have the opportunity hear from senior representatives of the Department for Transport, joined by other speakers, to discuss their experiences of implementing ambitious active travel programmes. More details on speakers, facilitators, aims, outcomes, and how to reserve a place will be circulated in due course.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'R Furness', with a long horizontal stroke extending to the right.

**Rupert Furness**

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# Annex B

## Oxfordshire County Council

### Active Travel Bid Proposals

# Active Travel Tranche 3 Bidding Process - Schemes Prioritised based on the following DfT guidelines.

- Compliance with Cycle Infrastructure Design standards will be compulsory for all schemes.
- Compliance with other good practice (e.g. Manual for Streets, Healthy Streets approach) not compulsory, but highly recommended
- Local Cycling and Walking Infrastructure Plans (LCWIP)- not compulsory, but bids will be viewed more favourably where schemes have been prioritised through the LCWIP process.
- Commitment to consulting local communities on schemes at design stage.
- Local authority leader support –long term commitment to delivery of schemes. All bids will require a letter of support from LA Leaders.
- To agree to put schemes through a design review, to be managed by DfT and the future Active Travel England body.
- Schemes put forward for implementation by 2023 are deliverable by this date

# Proposed schemes for Bid submission

Scheme	Planned Delivery Period	Funding Request for Active Travel Tranche 3
Abingdon – Ock Street	2023/24	Scheme Delivery Preparation
Banbury – Easington Area	2023/24	Scheme Delivery Preparation
Berinsfield to Culham	March 2023	Delivery
Berinsfield to Oxford	2025-2031	Scheme Delivery Preparation
Bicester – A41 / London Road (Ploughley Rd to Talisman Rdbt)	March 2023	Delivery
Bicester – Middleton Stoney Road and Shakespeare Drive Area	March 2023	Delivery
Didcot – Great Western Park Wantage Rd Toucan	March 2023	Delivery
Eynsham to Botley South (Farmoor to Botley)	March 2023	Scheme Delivery Preparation
Eynsham to Botley North (Eynsham to Farmoor)	2024-2026	Scheme Delivery Preparation
Kidlington – Bicester Rd (East-West)	March 2023	Delivery
Oxford City (LCWIP OCR 15) - Barns Road - New Link - Blackbird Leys Road	2024- 2026 March 2023 2024 - 2026	Scheme Delivery Preparation Scheme Delivery Scheme Delivery Preparation
Oxford City (LCWIP OCR 14) Between Towns Road, Oxford Road, Hollow Way, Temple Road Junctions	2024-2026	Scheme Delivery Preparation

# Proposed Schemes for Bid Submission

Scheme	Planned Delivery period	Funding Request for Active Travel Tranche 3
Oxford City (LWIP OCR 14) - Garsington Road - A4142 Garsington Road Junction - Watlington Road	March 2023 March 2023 2024-2026	Scheme Delivery Preparation Scheme Design Scheme Delivery Preparation
Oxford City – LTN Enabling corridors (LCWIP OCR 13, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 and E8) - Quiets Ways, Crossings, Surfacing	March 2023	Scheme Delivery
A40 Collingwood Road (Toucan)	March 2023	Scheme Delivery
Oxford City (LCWIP Route C) Oxford City Ring Road Cycle track upgrades	March 2023	Scheme Delivery
Witney – Corn Street	2023/24	Scheme Delivery Preparation
A40 - Wheatley-Oxford Corridor	2025-2031	Scheme Delivery Preparation



# ATT3 Additional elements

- Scheme Monitoring and Evaluation (including Consultation)
- Cycle storage hubs
- ‘Social Prescribing’ Pilot – East Oxford

*This proposal seeks to address this need by establish a cycling and walking on prescription scheme in the eastern part of Oxford City.*

- Expression of Interest to fund a study to develop a proposal for a ‘mini-holland’ in East Oxford.



# Key Points to note

- Schemes have been assessed based on DfT criteria (set-out in Slide 2) to give the best opportunity of obtaining funding.
- Funding 'ask' is significantly higher than for the previous funding round. (circa £10m compared to £2.9m for Active Travel Tranche 2 submission)
- Once the funding settlement is confirmed, there will be further consultation/engagement on the details of the scheme proposals with Members and stakeholders.