



To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 18 January 2022 at 2.00 pm

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

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

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

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

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

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

Yvonne Rees
Chief Executive

January 2022

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

Membership

Councillors

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

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

Date of next meeting: 15 February 2022

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

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

Whose Interests must be included?

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

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

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

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

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

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

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

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

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

List of Disclosable Pecuniary Interests:

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

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members' conduct guidelines.

<http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Glenn Watson on **07776 997946** or glenn.watson@oxfordshire.gov.uk for a hard copy of the document.

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

AGENDA

1. Apologies for Absence

2. Declarations of Interest

- guidance note opposite

3. Minutes (Pages 1 - 18)

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

4. Questions from County Councillors

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

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

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

5. Petitions and Public Address

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

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

Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Wednesday 12 January 2022 Requests to speak should be sent to

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

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

6. Budget & Business Planning Report - 2022/23 - January 2022 (Pages 19 - 464)

Cabinet Member: Finance

Forward Plan Ref: 2021/136

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

Report by Director of Finance (**CA6**).

Cabinet proposes 2022/23 revenue budget, MTFP and capital programme for recommendation to Council in light of comments from the Performance & Corporate Services Overview & Scrutiny Committee and consultation feedback. Includes the Review of Charges.

NB Annex C and Section 2.1 to follow

RECOMMENDATIONS

1. In relation to the draft strategic plan (Section 2);

Cabinet is RECOMMENDED to RECOMMEND Council to:

a) adopt the strategic plan.

2. In relation to the Revenue Budget and Medium Term Financial Strategy (Section 4);

Cabinet is RECOMMENDED to:

- b) approve the Review of Charges for 2022/23 and in relation to the Registration Service, charges also for 2023/24 (Annex A);
- c) approve the final schools funding formula for 2022/23 subject to the decision by the Secretary of State for Education regarding permission to transfer 0.5% (£2.2m) from the Schools block to support High Needs expenditure (Annex B)
- d) Receive and thank the Performance and Corporate Services Overview and Scrutiny Committee for their Budget Scrutiny report and note the response as set out in Annex C (to follow);
- e) approve the Financial Strategy for 2022/23 (Section 4.5);
- f) approve the Earmarked Reserves and General Balances Policy Statement 2022/23 (Section 4.6);
- g) and to note that the Leader of the Council will, following consultation with the Director of Finance and the Cabinet Member for Finance,

make any appropriate changes to the proposed budget following receipt of information relating to the outstanding matters at paragraph 9 of this report

Cabinet is RECOMMENDED to RECOMMEND Council to:

- h) approve a Medium Term Financial Strategy for 2022/23 to 2025/26 as set out in Section 4.1 (which incorporates changes to the existing Medium Term Financial Strategy as set out in Section 4.2);**
- i) agree the council tax and precept calculations for 2022/23 set out in Section 4.3 and in particular:**
 - (i) a precept of £435,816,475;**
 - (ii) a council tax for band D equivalent properties of £1,651.61.**
 - (iii) approve a revenue budget for 2022/23 as set out in Section 4.4**

3. In relation to the Capital and Investment Strategy and Capital Programme (Section 5);

Cabinet is RECOMMENDED to recommend Council to:

- j) approve the Capital and Investment Strategy for 2021/22 - 2031/32 (Section 5.1) including;**
 - (i) the Minimum Revenue Provision Methodology Statement (Section 5.1 Annex 1);**
 - (ii) the Prudential Indicators (Section 5.1 Annex 2)**
 - (iii) the updated Pupil Place Plan (Section 5.1 Annex 3) and**
- k) approve the Treasury Management Strategy Statement and Annual Investment Strategy for 2022/23 (Section 5.2); and**
 - (i) continue to delegate the authority to withdraw or advance additional funds to/from external fund managers to the Director of Finance;**
 - (ii) approve that any further changes required to the 2022/23 Treasury Management Strategy be delegated to the Director of Finance in consultation with the Leader of the Council and the Cabinet Member for Finance;**
 - (iii) approve the Treasury Management Prudential Indicators; and**
 - (iv) approve the Specified Investment and Non Specified Investment instruments as set out in Section 5.2 paragraphs 55 to 60;**
- l) approve the Investment Strategy for Property Investment (Section 5.3);**
- m) approve the Property Strategy (Section 5.4);**
- n) approve the new capital proposals for inclusion in the Capital Programme (Section 5.5)**
- o) approve the capital programme (Section 5.6);**

7. Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) (Pages 465 - 560)

Cabinet Member: Highway Management

Forward Plan Ref: 2021/185

Contact: Eric Stevens, Principal Infrastructure Planner Tel: 07436 700673

Report by Corporate Director Environment & Place (**CA7**).

The Kidlington Local Cycling and Walking Infrastructure Plan sets out a cycling and walking network plan for the village including links to neighbouring rural settlements and measures to improve the network over a ten-year timescale to 2031. An improved comprehensive network will increase the uptake of active travel modes.

The Cabinet is RECOMMENDED to approve the Kidlington Local Cycling and Walking Infrastructure Plan.

8. A40 HIF2 Smart Corridor - Compulsory Purchase and Side Road Orders (Pages 561 - 668)

Cabinet Member: Travel & Development Strategy

Forward Plan Ref: 2021/131

Contact: Tom Shuttleworth, Programme Lead (A40), Tel: 07908 059132

Annex A is included in this agenda reports pack.

Annex B is published as a separate pack "Supplementary Documents" due to their number and size.

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

To seek approval of the Statement and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders.

The Cabinet is RECOMMENDED to:

- a) **Confirm that the acquisition of the land identified on the map attached to this report (Annex B) ("the Order Map") being the map accompanying The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 ("the CPO") is necessary for highway purposes;**
- b) **Approve the Joint Statement of Reasons (Annex A) for the CPO and The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 ("the SRO"), together with approving the CPO, the Order Map, the SRO and the plans accompanying the SRO ("SRO Plans") all substantially in the form annexed to this report but to delegate to the Corporate Director Environment & Place following consultation with the Monitoring Officer, authority to modify them as necessary;**
- c) **Authorise the Monitoring Officer to make The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 ("the SRO") to enable the stopping-up, diversion, alteration, improvement and creation of new lengths of highway**

or reclassification of existing highways, and giving authority to the acquisition of necessary land pursuant to the CPO. The SRO also enables the stopping up of private means of access as necessary where the scheme design necessitates and re-provision of private means of access.

- d) Authorise the Monitoring Officer to make The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Schedule 3 to the Acquisition of Land Act 1981 for the purpose of acquiring the land and interests shown on the Order Map and described in the Schedules to the CPO (or such lesser area of land should this in his opinion be appropriate) to facilitate the construction of new highway on such land and that the Common Seal of the Council be affixed to the CPO and to the Order Map;
- e) Authorise the Monitoring Officer to advertise the making of the CPO and the SRO and to submit the CPO and SRO to the Secretary of State for Transport for confirmation, together with authorising the Monitoring Officer to take all other relevant action thereon to promote the confirmation of the CPO and the SRO;
- f) In the event that any Public Inquiry is convened to consider objections to the CPO and/or SRO and/or planning application (by way of a call-in decision), to authorise the Monitoring Officer, in consultation with the Corporate Director Environment & Place to prepare and submit such evidence as is necessary in support of the CPO and/or SRO and/or planning application, including enlisting the assistance of outside consultants, legal advisors and Counsel to assist in the preparation and presentation of such evidence.
- g) As soon as the CPO and the SRO have been confirmed and become operative, to authorise the Monitoring Officer to comply with all associated requirements in respect of personal, site and press notices of confirmation and to make, seal and give notice of a General Vesting Declaration (or declarations where more than one is required) under the Compulsory Purchase (Vesting Declarations) Act 1981 and/or to serve Notices to Treat and Notice of Entry in respect of those properties to be acquired compulsorily;
- h) Authorise the Corporate Director Environment & Place in consultation with the Monitoring Officer to negotiate terms with interested parties for the purchase by agreement or payment of compensation in accordance with the Compensation Code in respect of any interests or rights in or over any land included in the CPO and, where appropriate, to agree terms for relocation;
- i) Authorise the Director of Property in consultation with the Monitoring Officer to complete the acquisition of such interests or rights and their transfer to the Council;
- j) In the event that compensation for the acquisition of land and/or rights cannot be agreed between the relevant parties, to authorise the Monitoring Officer to make a reference to the Upper Tribunal (Lands Chamber) for

determination of such compensation together with such other questions as may be necessary to determine, including the engagement of appropriate external legal advisors and surveyors and other experts, as required;

- k) In the event that any question of compensation in relation to the acquisition of land and/or rights is made by way of a reference to the Upper Tribunal (Lands Chamber) (whether by the claimant or the Council) to authorise the Monitoring Officer to take all necessary steps in relation thereto, including advising on the appropriate uses and compensation payable and issuing the appropriate certificates.

9. Traffic Management Act - Part 6 Powers for Oxfordshire (Civil Enforcement of Moving Traffic Offences) (Pages 669 - 684)

Cabinet Member: Highway Management

Forward Plan Ref: 2021/198

Contact: Keith Stenning, Head of Service – Network Management Tel: 07584 581214

Report by Corporate Director Environment & Place (CA9).

The Department for Transport will be inviting applications for a Designation Order to enable a Highway Authority to undertake civil enforcement of site specific Traffic Regulation Orders within a geographical area already covered by Civil Parking Enforcement. For Oxfordshire, this can include the whole County as Civil Parking Enforcement is now Oxfordshire wide.

The Cabinet is RECOMMENDED to:

- (a) **Approve submission of an application to the Department for Transport to apply for a Designation Order for Oxfordshire to enforce moving traffic offences.**
- (b) **Approve the Site Selection Criteria at Annex 1 and Resource Priorisation Framework at Annex 2 to manage decisions for potential enforcement delivery.**

10. EXEMPT ITEM

In the event that any Member or Officer wishes to discuss the information set out in the Annex to Agenda Item 11, the Cabinet will be invited to resolve to exclude the public for the consideration of the Annex by passing a resolution in relation in the following terms:

"that the public be excluded during the consideration of the Annex since it is likely that if they were present during that discussion there would be a disclosure of "exempt" information as described in Part I of Schedule 12A to the Local Government Act, 1972 and specified below the item in the Agenda".

NOTE: The report does not contain exempt information and is available to the public.

THE ANNEX TO THE ITEM NAMED HAS NOT BEEN MADE PUBLIC AND SHOULD BE REGARDED AS 'CONFIDENTIAL' BY MEMBERS AND OFFICERS ENTITLED TO RECEIVE THEM.

11. Land at Stratfield Brake, Kidlington - Proposal from Oxford United Football Club to Oxfordshire County Council as Landowner (Pages 685 - 694)

Cabinet Member: Finance

Forward Plan Ref: 2021/241

Contact: Steve Jorden, Corporate Director Commercial Development, Assets and Investment Tel: 07770 867896

Report by Corporate Director - Commercial Development, Assets and Investment (CA11).

The information in this case is exempt in that it falls within the following prescribed categories:

3. Information relating to the financial or business affairs of any particular person (including the authority holding that information)

and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, in that a negotiation is ongoing and would prejudice the position of the authority in the process of that negotiation and the Council's standing generally in relation to such matters in future, to the detriment of the Council's ability properly to discharge its fiduciary and other duties as a public authority.

The annex containing exempt information under the above paragraph is attached.

Oxford United Football Club (OUFC) have approached OCC and requested that OCC transfer c.18 hectares (44.48 acres) of land for the development of a new 18,000 capacity football stadium with ancillary leisure and commercial facilities to include, hotel, retail, conference, and training/community grounds.

The Cabinet is RECOMMENDED to enter into negotiations as requested by Oxford United Football Club (OUFC) and with Oxfordshire County Council's current tenants to enable the use of Oxfordshire County Council (OCC) owned land for the development of a new football stadium, subject to planning permission.

If Cabinet decides to proceed it is RECOMMENDED that

- a) **Officers ensure that any proposal by OUFC is consistent with the Oxfordshire Fair Deal Alliance's priorities, by achieving the following objectives for the use of the OCC's land:**
 - i. **maintain a green barrier between Oxford and Kidlington and improve access to nature and green spaces;**
 - ii. **enhance facilities for local sports groups and on-going financial support;**
 - iii. **significantly improve the infrastructure connectivity in this location, improving public transport to reduce the need for car travel in so far as possible, and to improve sustainable transport through increased walking, cycling and rail use;**
 - iv. **develop local employment opportunities in Oxfordshire;**

- v. increase education and innovation through the provision of a sports centre of excellence and facilities linked to elite sport, community sport, health and wellbeing;
 - vi. support OCC's net zero carbon emissions pledge through high sustainable development;
- b) Officers enter negotiations and agree a deal that achieves community benefit, meet OCC's aspirations and complies with The European Union (Future Relationship) Act 2020 and is in accordance with S.123 of the Local Government Act 1972.
- c) Cabinet agrees delegated authority to the Corporate Director, Oxfordshire County Council – Commercial Development, Assets and Investment, in consultation with the Portfolio Holder for Finance & Property, to agree financial terms and to instruct OCC Legal Services accordingly.

12. Delegated Powers - January 2022 (Pages 695 - 698)

Cabinet Member: Leader

Forward Plan Ref: 2021/138

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

Report by Director of Law & Governance (**CA12**).

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

13. Forward Plan and Future Business (Pages 699 - 702)

Cabinet Member: All

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

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

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

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

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CABINET

MINUTES of the meeting held on Tuesday, 21 December 2021 commencing at 2.00 pm and finishing at 3.20 pm

Present:

Voting Members: Councillor Liz Leffman – in the Chair
Councillor Glynis Phillips
Councillor Tim Bearder
Councillor Duncan Enright
Councillor Calum Miller
Councillor Jenny Hannaby

Cabinet Members

Attending Remotely: Councillor Liz Brighthouse OBE (Deputy Chair)
Councillor Neil Fawcett
Councillor Dr Pete Sudbury
Councillor Mark Lygo

Other Members in

Attendance: Councillors David Bartholomew, Mark Cherry, Ian Corkin, Donna Ford, Andy Graham, Nick Field-Johnson, Kieron Mallon, Michael O'Connor

Officers:

Whole of meeting Yvonne Rees, Chief Executive; Steve Jorden, Corporate Director Commercial Development, Assets & Investments; Bill Cotton, Corporate Director Environment & Place; Anita Bradley, Monitoring Officer; Lorna Baxter, Director for Finance; Colm Ó Caomhánaigh, Committee Officer

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting, and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.

122/21 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

There were no apologies. The following Cabinet Members attended remotely in order to minimise the possibility of Covid transmission:

Councillors Liz Brighthouse, Neil Fawcett, Mark Lygo and Pete Sudbury.

123/21 DECLARATIONS OF INTEREST

(Agenda Item. 2)

There were no declarations of interest.

124/21 MINUTES

(Agenda Item. 3)

The minutes of the meeting held on 16 November 2021 were approved and signed as an accurate record.

125/21 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

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

126/21 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

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

Item 6: Business Management and Monitoring Report
Councillor David Bartholomew

Item 7: Capital Programme Update and Monitoring Report
Councillor David Bartholomew

127/21 BUSINESS MANAGEMENT & MONITORING REPORT - OCTOBER 2021

(Agenda Item. 6)

Cabinet considered the report presenting the October 2021 performance, risk and finance position for the Council.

Councillor David Bartholomew, Shadow Cabinet Member for Finance, addressed the financial aspects of the report:

- He was concerned about the increase in the variance against budget of £1.2m in the last month including a deterioration of £200,000 for children's social care.
- He was pleased to hear that the issue of the Memorandum of Cooperation in relation to agency costs was being revisited and looked forward to seeing the details.
- He noted a 10.8% increase in the average costs of residential home placements. Individual placements can cost over £250,000 per annum which the public would find hard to understand. He suggested cooperation with other councils to develop innovative solutions.
- There had been an overspend of £400,000 under Community Operations due to transport fleet services. An update was promised in the next report which he hoped would show an improvement.

- He expressed disappointment that the corporate debt collection rate and adult social care invoice collection rate had both fallen below target. He hoped that the Cabinet Member would be able to assist staff to improve these rates.

Councillor Calum Miller, Cabinet Member for Finance responded and summarised the report as follows:

- It was expected that the Memorandum of Cooperation would be in place in time for the new financial year but a number of councils in special measures had indicated that they could not participate.
- He agreed that the increase in costs for external placements in children's social care was worrying but it was a function of the market. The Competition and Markets Authority reported on this in November and expressed concern that the market may be broken. The Cabinet will certainly add its voice to those who were seeking to improve the situation.
- Transport services across the country were experiencing increases in staffing and fuel costs. So there was a limit to what this Council could do to control costs.
- The Council will continue to pursue debts where they can be recovered but they would also continue to show sensitivity to those residents who have been negatively affected by the pandemic.
- There were two new red ratings in the report. One under Finance related to matters largely outside the Council's control regarding the High Needs Block and Adult Social Care. The other related to Infrastructure Delivery where there were delays conditioned by the outside environment.
- There was a new risk identified relating to Deprivation of Liberty Authorisations. The relevant Corporate Director and Cabinet Member were looking to do everything in their power to avoid being forced into this position.

Councillor Miller moved the recommendations and they were agreed.

RESOLVED:

- a) To note the October business management and monitoring report.**
- b) To agree virements set out in Annex C -2b which relate to the Covid-19 costs incurred by the directorates between July and September 2021.**
- c) To note virements set out in Annex C-2c**
- d) To approve the bad debt, write off in Annex C paragraph 48**
- e) To approve the use of the Transformation Reserve and COVID Reserve paragraphs 80 and 81.**

128/21 CAPITAL PROGRAMME UPDATE AND MONITORING REPORT - OCTOBER 2021

(Agenda Item. 7)

Cabinet considered a finance report on capital spending against budget allocations, including any necessary capital programme approvals.

Councillor David Bartholomew, Shadow Cabinet Member for Finance, drew attention to the following:

- He hoped that the reduced spending on the Kennington Bridge due to revised timing of the detailed design stage did not indicate slippage on this important project.
- He noted the cap of £35m placed on spending on the Science Transit Phase 2 Scheme by the Department for Transport and asked if this meant that the Council was liable for any overspend on the project.
- He welcomed the provision by the Department of funding towards the provision of electric charging points in district council car parks across the county.

Councillor Calum Miller responded that he was not in a position to answer the question about liability for overspend on the Science Transit Scheme but would forward information on that. He also suggested meeting with Councillor Bartholomew to discuss ways of limiting the Council's liability on Kennington Bridge.

Councillor Miller highlighted the decrease in the latest outturn forecast spend for the capital programme for 2021/22 of £29.2m to £205.3m and the decrease in the total ten-year capital programme of £25.1m to £1,345.8m. He moved the recommendations and they were agreed,

RESOLVED to:

a) Agree the increase in the budget for the following schemes:

- £1.415m for the Lord Williams's School, Thame expansion by 1 form entry funded from basic need programme contingency.
- £1.198m increase to the Kennington Bridge Maintenance Scheme funded from capital programme contingency.

b) Approve the updated Capital Programme at Annex 2.

129/21 WORKFORCE REPORT AND STAFFING DATA - QUARTER 2 - JULY-SEPTEMBER 2021

(Agenda Item. 8)

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

Councillor Glynis Phillips summarised the report:

- congratulating staff on continuing to deliver services against a background of uncertainty.
- noting that over 700 managers will have trained in delivering one-to-one meetings with staff by the end of the financial year as part of the Delivering the Future Together programme.
- since Q2 managers can now record sick leave on the system on behalf of staff members who do not have access to the system. This has contributed to an increase in sick leave recorded from 2.74% in Q1 to 3.35% in Q2.
- during the pandemic stress, anxiety and depression has accounted for 29% of all sick leave compared to 19% pre-pandemic. It will be a focus for directorate leaderships to refer to Occupational Health and HR Business Partners as appropriate.
- It was hoped that restructuring in the Environment and Place Directorate will reduce their agency spend over time.

Cabinet Members echoed the thanks to staff for their continued work during the pandemic. They raised a number of points and Councillor Phillips responded as follows:

- There was some very good managerial support available to staff to reduce any feelings of isolation due to increased remote working.
- The restructuring of Environment and Place gave the opportunity for the development of job descriptions in order to directly recruit the staff needed.
- Much of the agency spend came from Adult Social Care where there was a real shortage of workers.

Councillors Liz Brighthouse and Jenny Hannaby added that both the children and adult directorates were working to train their own social workers and other specialists.

RESOLVED to note the report.

130/21 INFRASTRUCTURE FUNDING STATEMENT

(Agenda Item. 9)

Cabinet was recommended to approve the Infrastructure Funding Statement which is a statutory statement of fact to be reported annually on developer contributions secured, spent or received during the previous financial year.

Councillor Duncan Enright, Cabinet Member for Travel & Development Strategy, emphasised that developer contributions were a very important part of funding for the capital programme. He reminded Members that the Infrastructure Strategy was out for consideration and that would inform how this development money would be spent to move more towards a zero carbon economy.

Councillor Glynis Phillips asked that local Members be involved as early as possible in the decision-making process. Councillor Enright agreed that Members had valuable insights to bring to the process.

Councillor Calum Miller stressed the importance of managing monies received but not yet spent in order to ensure we can deliver on projects and make full use of these funds.

The recommendations were put and agreed.

RESOLVED to:

- a) **Consider the content of the Infrastructure Funding Statement 2020/21.**
- b) **Approve the publication of the report onto the Oxfordshire County Council website.**

131/21 OXFORDSHIRE SAFEGUARDING ADULTS BOARD ANNUAL REPORT 2020/21

(Agenda Item. 10)

Cabinet was asked to note the report providing an overview of the work of the Safeguarding Board and its partners during 2020-21.

Councillor Jenny Hannaby, Cabinet Member for Adult Social Care, introduced Jayne Chidgey-Clark, Independent Chair, OSAB; Alison Chapman, Designated Nurse and Safeguarding Lead, Oxfordshire Clinical Commissioning Group and Karen Fuller, Deputy Director Adult Social Care.

Alison Chapman and Karen Fuller highlighted elements of the report:

- The Board was actually able to enhance its work during the pandemic utilising virtual media and has been able to respond to every need as it has arisen. This despite the government having suggested that the Board could step down services during the pandemic.
- Making Safeguarding Personal has been a success. 92.5% of respondents reported that risk to them had been reduced.
- Before the pandemic the Board was already focussed on early mortality among those with Learning Disabilities. Lessons were learned through studying each individual case. Oxfordshire has been one of the few areas that has not seen an increase in the number of deaths of people with Learning Disabilities during the pandemic.
- A Homeless Mortality Review Group has been set up to review deaths and advise the partnership groups and the Countywide Homelessness Steering Group of their findings.
- Processes have been put in place to have shared risk assessments for those with complex needs. Anybody in the partnership can refer a case into this system.

Jayne Chidgey-Clark added that it was a privilege to be appointed Independent Chair in November this year. The report pre-dated her but she reiterated that the priorities would continue to be people with Learning Disabilities, Autism, Homelessness and the complexity agenda.

Councillor Hannaby welcomed Jayne Chidgey-Clark and thanked officers for the report and for all the work of the wonderful team in safeguarding.

Councillor Pete Sudbury described the report as inspiring. He particularly welcomed the introduction of joint risk assessments. Throughout his professional career he had seen many reports say that the crisis could have been avoided if information had been shared.

The Chair asked the Independent Chair OSAB to take back the thanks of the Board to all staff who have worked so well in very difficult circumstances.

RESOLVED: to note the content of the report, particularly the findings of the Vulnerable adults Mortality group (page 15), the merging findings from the Homeless Mortality Review group (page 16) and the overall summary of progress during the year including the outstanding work (page 24).

132/21 OXFORDSHIRE SAFEGUARDING CHILDREN BOARD ANNUAL REPORT 2020/21

(Agenda Item. 11)

Cabinet had before it for noting a paper highlighting findings from the Board's annual report on the effectiveness of local arrangements to safeguard and promote the welfare of children in Oxfordshire.

Councillor Liz Brighouse, Cabinet Member for Children, Education and Young People's Services, introduced the Independent Chair of the Board, Derek Benson. She thanked all staff across the partnership for the work they do in safeguarding children and noted that many would probably be busier over the Christmas and New Year period while most people were winding down.

Derek Benson highlighted some of the strengths and achievements of the Board:

- The Board benefits from the continuing commitment of the police service, health partners, children's social care, the voluntary sector, fire service, probation service and the education sector.
- He recommended members to read the report into the case of Jacob which concluded that services needed to be more joined up.
- Training had been delivered to over 15,000 local practitioners.
- The move to online was done quickly and effectively.
- There will continue to be a focus on neglect and exploitation.
- His personal view was that children were better served by being in education. A lot of work has been done during the pandemic to ensure that vulnerable children were in school.

- There continued to be concern about the delays in accessing mental health services especially since the pandemic has seen an increase in anxiety particularly in young people.

Tan Lee, Strategic Safeguarding Partnerships Manager, summarised the case reviews and quality assurance work:

- Lessons learned across the reviews were the need to identify and intervene early as well as improving the whole-system approach.
- On neglect in the family home, they were working with a national expert and a review showed that, while the building blocks were in place, more needed to be done to embed the processes.
- On exploitation, work was focussed on being better at keeping children in school and how the whole system works together.
- Families involved in reviews have said that they want to continue engaging with services to support the learning from their cases.
- Surveys had shown that 75% of responding practitioners felt that the safeguarding leadership had been visible during the pandemic and 95% had undertaken safeguarding training in the last three years.
- There were key concerns from the pandemic around increases in mental health issues, access to the Multi-Agency Safeguarding Hub and domestic abuse.

Derek Benson concluded by drawing attention to the shortage of foster homes which was a national outrage. He had written to the government on this issue and still awaited a response.

Kevin Gordon, Corporate Director for Children's Services, thanked Derek Benson for being a fantastic Chair during a very difficult year.

Councillor Brighouse echoed concerns about the lack of appropriate placements – especially in-county – and stated that the Cabinet would be supporting the Independent Chair on that point. Leaders across the South East Region were starting to work together on this.

Councillor Calum Miller, as a Chair of School Governors, emphasised how teaching staff had worked beyond expectations in ensuring that vulnerable children were in school, and when they weren't, ensuring that they followed up with them.

The Chair asked officers to pass on thanks to all those involved in keeping children safe across Oxfordshire.

RESOLVED to note the annual report of the Oxfordshire Safeguarding Children Board senior safeguarding partners and to consider the key messages.

133/21 LIBRARIES AND HERITAGE SERVICES: A STRATEGIC FRAMEWORK: 2021 - 2026

(Agenda Item. 12)

Cabinet considered the draft Libraries and Heritage Services Strategy.

Councillor Neil Fawcett, Cabinet Member for Community Services and Safety, introduced the draft which took into account feedback from stakeholders, councillors and the Place Overview and Scrutiny Committee. He thanked Lesli Good for her hard work in bringing the document to this stage.

Councillor Fawcett emphasised the importance of ensuring continued access to libraries as restrictions come into effect again due to Covid. He particularly thanked Councillor Kieron Mallon for his constructive engagement with the strategy. The next stage was to go out for public consultation.

Councillor Jenny Hannaby praised library staff for being so welcoming and had been delighted to see so many children using the library on a recent visit.

The Chair thanked officers for a very lively document that would encourage a lot of feedback.

Councillor Glynis Phillips proposed the recommendations.

RESOLVED to:

- a) **Agree the draft Libraries and Heritage Strategy and action plan as set out in appendices 1 and 2, developed following a programme of stakeholder engagement and feedback from the Place Overview and Scrutiny Committee.**
- b) **Agree a period of 8 weeks for public consultation on the strategy on the Let's Talk Oxfordshire portal and taking place within libraries and heritage venues.**
- c) **Note the feedback provided by the Place Overview and Scrutiny Committee and that an annual review of the actions to deliver the strategy will be reported to the Place Overview and Scrutiny Committee in the future.**

134/21 YOUTH OFFER UPDATE

(Agenda Item. 13)

Cabinet received for information a report to share progress of the youth offer development, providing details about the structure for the Youth Services that the Children Education and Families Department were putting in place.

Councillor Liz Brighthouse, Cabinet Member for Children, Education and Young People's Services, introduced the report. She stated that youth workers will be employed across the county for the first time in many years.

They will support the work of other professionals and the voluntary sector. The report was clear on the outcomes expected.

Kevin Gordon, Corporate Director for Children's Services, hoped that in the new year Members could be involved in road show events in their own areas and play a role in how this was shaped.

Councillor Glynis Phillips noted that the new workers would be placed consistently across the county. After a year or so they would have more information on inequalities and she hoped the workforce would then be enlarged and additional staff allocated equitably.

Councillor Andy Graham noted that there was significant reliance on the voluntary sector and he thought that refresher training might be needed. He added that it should be on the agenda for each locality meeting how they can work with this great initiative.

Councillor Brighouse responded that there was some magnificent training being delivered thanks to good infrastructure in the county to support voluntary work and the new workers will work alongside that system. She believed that there was already a lot of information available on inequalities and thanked Jessie Dobson in particular for her work on this.

Cabinet Members welcomed implementation of this election manifesto promise to reintroduce youth workers, noting how the pandemic restrictions had been particularly hard on young people.

135/21 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 14)

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

.....in the Chair

Date of signing

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Cabinet Member
<p>1. COUNCILLOR MICHAEL O'CONNOR</p> <p>The priorities at the intersection of Bardwell Road and Dragon Lane were changed earlier this year as a preliminary to further works that were not in fact carried out. This has made the cycle route NCN 51 significantly more dangerous. ODS have indicated that they would be willing to restore these priorities in order to make the intersection safer—in line with the wishes of many of mine and Cllr. Howson's constituents. Could the Cabinet member please let me know that he has liaised with ODS and will ensure that this does in fact happen?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>As part of works to further improve the amenity for cyclists on the North Oxford Cycle Route, in 1994 a number of junctions – including the Bardwell Road / Charlbury Road / Dragon Lane crossroads – had 'give way' markings placed across every approach. Although contrary to Government regulations, these junction markings appear to have operated well from a safety point of view, although it is also true that the junctions had a very good safety record before the multiple give ways were provided. Recent government guidance on road markings more strongly emphasises that multiple give way lines are unlawful, and in the light of this, when resurfacing or lining maintenance works are being carried out, current practice is to only provide give ways complying with the regulations. Having said all that, the county council is assessing a request, on road safety grounds, to reinstate give way markings on all four arms of the Bardwell Road / Charlbury Road and Dragon Lane crossroads taking account of the regulations on road markings and the safety record of the junction since the resurfacing last year, which has seen no reported accidents involving cyclists, and other options to improve the junction.</p>

Questions	Cabinet Member
<p>2. COUNCILLOR MICHAEL O'CONNOR</p> <p>Could the Cabinet Members please update us on the progress of Connecting Oxford and the ZEZ? And could they undertake to ensure that the resources are available to make sure it is rolled out on time?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT and COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>The ZEZ will be implemented in its pilot form in February 2022. The technical work required to develop and robustly assess the ZEZ and Connecting Oxford proposals continues, with details of the programme for engagement and formal consultation to be announced early next year (members will be briefed in January). Traffic measures across Oxford such as improvements to Botley Road and traffic measures in East Oxford and Cowley are in progress at the moment, and form part of the wider programme of works that, when integrated, will constitute a comprehensive programme as part of the Central Oxfordshire Transport Strategy implementation (COTS).</p> <p>It is currently anticipated that the broader city centre ZEZ and key next elements of the current Connecting Oxford programme will be implemented from 2023, subject to consultation, funding and political approvals.</p> <p>Final elements of the programme costs and funding will be identified through the development of a detailed business case which forms part of the technical work currently underway. At this stage it is assumed that funding sources will include central government investment and borrowing against future income raised by the ZEZ and a Workplace Parking Levy. The County Council has already made bids for central government funding for these schemes including via the Oxfordshire Bus</p>

Questions	Cabinet Member
	Service Improvement Plan, Active Travel Fund, and the Department for Environment, Food & Rural Affairs' Air Quality Grant. Outcomes of these bids should be known early next year and further bids for central government funding will be made should suitable opportunities arise.
<p>3. COUNCILLOR ANDY GRAHAM</p> <p>a) the strategy is a detailed referencing document for libraries and heritage putting people place and partnerships at the heart of the delivery under the umbrella of the council's stated priorities but partnership seems to lack detail of who these partnerships are apart from the clear intention to develop the voluntary network and as valuable as that is, can you give more precise details of the other partnerships being sought and their credentials to help us deliver a restored and first class service?</p> <p>b) the digital transformation of the service is an essential part of reaching out to new generations in terms of the content of delivery as well as the need to update records but can we have more detail how this ambition is to be realised and what resources will be put to it to ensure the strategy is effective and ambitious?</p>	<p>COUNCILLOR NEIL FAWCETT, CABINET MEMBER FOR COMMUNITY SERVICES AND SAFETY</p> <p>The strategy is meant to be exactly that, and not a detailed implementation plan. Here, though, is a bit more detail on the areas you raised:</p> <p>Oxfordshire's libraries and heritage service currently work with a number of partners including AgeUK Oxfordshire, Citizens Advice and the universities.</p> <p>The strategy recognises that effective partnership working can deliver improved outcomes in a number of ways. These include extending the reach of partners delivering services from the library network to increase local access to services, the opportunity for community and voluntary organisations to deliver activities and projects and attract investment to the service.</p> <p>Existing partnerships will be reviewed to ensure a match with our ambition to increase and widen participation and impact on health, well-being and community cohesion.</p>

Questions	Cabinet Member
	<p>New partnerships will be identified, including from the learning and private sectors to increase the opportunity to deliver opportunities for residents to gain skills, including digital skills, and to access support for starting and sustaining new businesses.</p> <p>We will be open to working with any organisation that can help the County Council to deliver on our ambitious objectives.</p> <p>The council are investing in a new digital platform to enable improved access to the museum, archives and local history collection to go live in 2022. It is necessary to undertake some further research into audience take-up of the existing in person and digital offer prior to developing a detailed plan for digital transformation. We will want to ensure the council is able to secure resources from those external agencies funding digital developments in the cultural sector and potential partners. We will continue to offer digital services whilst we develop our new options.</p>
<p>4. COUNCILLOR LES SIBLEY</p> <p>Would the Leader of the Council agree that in April this year it was a fantastic engineering feat over 72 hours to install an under bridge and underpass through the railway embankment at Howes Lane Bicester. This scheme will facilitate the re -alignment of the A4095 Howes Lane and improve essential access links for pedestrians, cyclists, and motorists across the 6,000 home</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>The delivery of the road bridge and bridleway underpass under the railway was an important step towards facilitating the road realignment we all want to see. It was also a considerable engineering achievement and it was down to the collaboration between Oxfordshire County Council Infrastructure Delivery teams, Network Rail, Stantec designers and Storey contractors. This was the first time that Network Rail has delivered two structures in one 72-hour possession. The design and construction methodology were also innovative and although was more</p>

Questions	Cabinet Member
ECO development at NW Bicester.	complex than traditional methods, shortened the construction programme reducing risk for the County. The delivery of the underbridge and underpass was the first and most risky step towards delivering the connections through the NW Bicester development site and will allow the road to come forward in the near future.
<p>5. COUNCILLOR LES SIBLEY</p> <p>Could the Leader of the Council explain the intention remove the Housing & Growth Deal (H&GD) allocated funding of £15.75m from the key infrastructure project of re-aligning Howes Lane will cause years of delay to other major housing and road projects in Bicester and put at risk the completion of the 6,000 home ECO development at NW Bicester, leaving us with several white elephants of bridges and roads going nowhere and why local members were not consulted on this very important key project.</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>The funding for the A4095 realignment scheme was allocated from the Oxfordshire Housing and Growth Deal to support the accelerated house building at North West Bicester. Under the Deal signed by the previous administration, Oxfordshire County Council had responsibility for delivering the scheme using this Housing Growth Deal funding but was obliged to deliver this within very specific timescales and conditions or face losing the funding from central government.</p> <p>The first, and most complex, phase of the project was completed in summer 2021 with the delivery of the rail underbridge and underpass. This has taken a key risk, which was one of the key elements Developers said were stopping the housing coming forward.</p> <p>The second phase included the building of the realigned road through the North West Bicester housing development. This phase received £15.75m of growth deal funding and we agreed to take on its management to assist a developer to unlock the housing.</p> <p>Throughout the process of preliminary and detailed design work, the cost</p>

Questions	Cabinet Member
	<p>and timescales of the scheme were reviewed against the forecast housing delivery on the NW Bicester development site within the 5 years of the Housing Growth Deal. This was to ensure that the scheme continued to meet the funding criteria. Central government allocated funding for infrastructure (Housing Growth Deal funding) has strict criteria for its continued use linked to delivery of housing and spend.</p> <p>In the most recent, detailed review of projected housing numbers, scheme costs and timing of delivery, it was identified that phase two no longer meets the criteria for continued use on this scheme. Faced with the risk of losing the Growth Deal funding from Oxfordshire, phase two has been paused. The remaining growth deal funding has been rediverted to schemes that meet the criteria, in order to keep the funding for Oxfordshire.</p> <p>The decision to pause is very regrettable but we felt we had no choice. The County and District Council will now reflect on the best way to deliver the A4095 realignment and engage with the developers on North West Bicester to find alternative ways of funding and delivering infrastructure along with aligning the timing with delivery of housing.</p> <p>We should have been better at circulating and sharing the emerging issues and risks to losing the funding from the A4095 and regret that local members and the local community were not more fully informed. I have asked that the reasons for this oversight are examined. However, the fact that the scheme doesn't meet the strict criteria without housing and a funding pressure, still remains.</p>

Questions	Cabinet Member
	<p>We understand the disappointment this delay will bring to local residents. The realignment stays a key priority for the Council and we will continue to look for other funding solutions to support the housing including the normal route for new roads to be built by the developers whilst building houses.</p>

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CABINET - 18 JANUARY 2022

Budget and Business Planning 2022/23

Report by Director of Finance and Corporate Director Customers, Organisational Development & Resources

RECOMMENDATIONS

1. In relation to the draft strategic plan (Section 2);

Cabinet is RECOMMENDED to RECOMMEND Council to:

- a) adopt the strategic plan.

2. In relation to the Revenue Budget and Medium Term Financial Strategy (Section 4);

Cabinet is RECOMMENDED to:

- b) approve the Review of Charges for 2022/23 and in relation to the Registration Service, charges also for 2023/24 (Annex A);
- c) approve the final schools funding formula for 2022/23 subject to the decision by the Secretary of State for Education regarding permission to transfer 0.5% (£2.2m) from the Schools block to support High Needs expenditure (Annex B)
- d) Receive and thank the Performance and Corporate Services Overview and Scrutiny Committee for their Budget Scrutiny report and note the response as set out in Annex C (to follow);
- e) approve the Financial Strategy for 2022/23 (Section 4.5);
- f) approve the Earmarked Reserves and General Balances Policy Statement 2022/23 (Section 4.6);
- g) and to note that the Leader of the Council will, following consultation with the Director of Finance and the Cabinet Member for Finance, make any appropriate changes to the proposed budget following receipt of information relating to the outstanding matters at paragraph 9 of this report

Cabinet is RECOMMENDED to RECOMMEND Council to:

- h) approve a Medium Term Financial Strategy for 2022/23 to 2025/26 as set out in Section 4.1 (which incorporates changes to the existing Medium Term Financial Strategy as set out in Section 4.2);
- i) agree the council tax and precept calculations for 2022/23 set out in Section 4.3 and in particular:

- (i) a precept of £435,816,475;
- (ii) a council tax for band D equivalent properties of £1,651.61.
- (iii) approve a revenue budget for 2022/23 as set out in Section 4.4

3. In relation to the Capital and Investment Strategy and Capital Programme (Section 5);

Cabinet is RECOMMENDED to recommend Council to:

- j) approve the Capital and Investment Strategy for 2021/22 - 2031/32 (Section 5.1) including;
 - (i) the Minimum Revenue Provision Methodology Statement (Section 5.1 Annex 1);
 - (ii) the Prudential Indicators (Section 5.1 Annex 2)
 - (iii) the updated Pupil Place Plan (Section 5.1 Annex 3) and
- k) approve the Treasury Management Strategy Statement and Annual Investment Strategy for 2022/23 (Section 5.2); and
 - (i) continue to delegate the authority to withdraw or advance additional funds to/from external fund managers to the Director of Finance;
 - (ii) approve that any further changes required to the 2022/23 Treasury Management Strategy be delegated to the Director of Finance in consultation with the Leader of the Council and the Cabinet Member for Finance;
 - (iii) approve the Treasury Management Prudential Indicators; and
 - (iv) approve the Specified Investment and Non Specified Investment instruments as set out in Section 5.2 paragraphs 55 to 60;
- l) approve the Investment Strategy for Property Investment (Section 5.3);
- m) approve the Property Strategy (Section 5.4);
- n) approve the new capital proposals for inclusion in the Capital Programme (Section 5.5)
- o) approve the capital programme (Section 5.6);

Executive Summary

- 4. This report is the culmination of the Budget and Business Planning process for 2022/23 to 2025/26 and sets out the Cabinet's proposed Strategic Plan and related revenue budget for 2022/23, medium term financial strategy to 2025/26 capital programme to 2031/32 plus supporting policies, strategies and information.
- 5. The Budget and Business Planning report to Council on 8 February 2022 will be set out in five sections:
 - 1. Leader of the Council's Overview

2. Budget consultation 2022/23 findings and draft strategic plan (including the engagement feedback on the Oxfordshire Fair Deal Alliance's priorities)
 3. Chief Finance Officer's Statutory Report
 4. Revenue Budget Strategy
 5. Capital & Investment Strategy
6. This report sets out the budget consultation 2022/23 findings and the Cabinet's proposed strategic plan (Section 2), Revenue Budget Strategy (Section 4) and the Capital & Investment Strategy (Section 5). Alongside this, the report also sets out the Review of Charges for 2022/23 and the proposed Dedicated Schools Grant (DSG) allocations for 2022/23.
 7. Cabinet's revenue budget proposals take into consideration the latest information on the council's financial position outlined in this report, and finalising the proposals, Cabinet has taken into consideration feedback from the public consultation on the revenue budget proposals and council tax increase. An analysis of the responses to the consultation accompanies the budget proposals in Section 2.1.
 8. The draft budget scrutiny report from the Performance & Corporate Services Overview & Scrutiny Committee meeting on 10 December 2021 was considered by the Committee on 17 January 2022. Cabinet's response to the report is set out in Annex C (to follow).
 9. Three strands of information which will have an impact on the proposed budget for 2022/23 remain outstanding:
 - The Final Local Government Finance Settlement
 - Confirmation of Council Tax Collection Fund position
 - Confirmation of Business Rates income including the collection fund position
 10. To enable this information to be incorporated into the budget proposed to Council on 8 February 2022, Cabinet is recommended to note that the Leader of the Council will, following consultation with the Director of Finance and the Cabinet Member for Finance, make any appropriate changes to the proposed budget following receipt of information relating to the outstanding matters referred to at paragraph 9 above (recommendation g). Any changes arising from the outstanding information will be an addition to or reduction in the contribution to the Budget Prioritisation Reserve with the use to be agreed by Cabinet during 2022/23.

Budget consultation and strategic plan – Section 2

Budget consultation

11. Between 2 December 2021 and 5 January 2022, the council invited comments on its budget proposals for 2022/23, including its proposed council tax increase.

Residents and stakeholders were also signposted to a supporting consultation booklet for background information and to the published budget reports.

12. Feedback was primarily collated using an online survey on the council's digital consultation and engagement platform, Let's Talk Oxfordshire, with residents and stakeholders also being able to submit comments by email. A small number of paper copies of the consultation booklet and promotional posters were distributed to libraries and arrangements were put in place to supply information in alternative formats on request.
13. The budget consultation was actively promoted to a wide range of audiences using multiple channels (media, social media and other digital platforms, the website, advertising) and to staff and councillors to help them spread the word.
14. 1,390 online survey responses were received and a small number of written responses. The results are set out in Section 2.1.

Strategic plan

15. In July 2021, the council's Cabinet set out a set of nine strategic priorities and agreed a programme of comprehensive public engagement to refine and develop these priorities into a more detailed plan.
16. This programme of engagement took place in the autumn of 2021 and included a quantitative residents' survey and a series of qualitative discussion groups, as set out below:
 - A residents' survey to understand residents' priorities and experiences.
 - Public discussion groups.
 - Young people's discussion groups to ensure that young people's voices are included.
 - Stakeholder workshops and survey – with participation from the voluntary and community sector and town and parish councils.
 - Councillor engagement and survey – discussions at locality groups and follow-up survey to ensure the views of all county councillors were sought.
17. Further feedback on the nine priorities, within the context of revenue budget proposals, has been sought, including from the public as part of the formal consultation on the budget proposals that took place during December 2021 and January 2022.
18. Section 2.1 sets out the budget consultation findings and Section 2.3 provides a summary of the results from the programme of engagement undertaken in the autumn to further develop the strategic plan.
19. The proposed strategic plan is set out in Section 2.2. The nine strategic priorities considered by Cabinet in July 2021 have been reviewed and refined following feedback. A suite of 41 underpinning objectives have been set out drawing on the programme of engagement and reflecting socio-economic,

demographic and environmental challenges facing the county as outlined in documents such as the Joint Strategic Needs Assessment (JSNA).

20. The priorities, commitments and objectives in the strategic plan sit under a long-term vision 'to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county'. This vision has been further developed, following the autumn engagement programme, to recognise the role of collaboration and partnership working and the importance of health and wellbeing, in addition to addressing inequality and the climate emergency.
21. During the final quarter of the current year, a set of outcome measures and targets for each of the objectives will be developed and agreed to form the basis of the performance management framework for 2022/23. These will be presented to the Performance and Corporate Services Overview and Scrutiny Committee in March 2022 for consideration prior to adoption by Cabinet. These measures will thereafter be reported in the council's finance, performance and risk reports to track progress. The strategic plan will also be reviewed on an annual basis.
15. Cabinet is recommended to recommend Council to adopt the strategic plan (recommendation a).

Revenue Budget Strategy – Section 4

22. Section 4 sets out the proposed budget for 2022/23, the Council Tax Requirement for 2022/23 and 2022/23 council tax for band D equivalent properties, and the MTFS to 2025/26. It is comprised of the following sections:
 - 4.1 Detailed MTFS 2022/23 to 2025/26
 - 4.2 Investments, Pressures and Savings 2022/23 – 2025/26
 - 4.2.1 COVID-19 Pressures
 - 4.3 Council Tax and Precepts 2022/23
 - 4.4 Detailed Revenue Budget 2022/23
 - 4.5 Financial Strategy 2022/23
 - 4.6 Earmarked Reserves and General Balances Policy Statement 2022/23
 - 4.6.1 Forecast Earmarked Reserves 2021/22 to 2025/26
 - 4.7 Overarching Equality Impact Assessment
 - 4.8 Overarching Climate Impact Assessment
23. The following paragraphs set out the proposed budgets for each directorate, the latest funding information, proposed investments, pressures and savings, plus changes from the funding and spending assumptions in the existing MTFS agreed in February 2021.

Overview of Directorate Budgets

24. Directorate budgets for 2021/22 are the starting point for the 2022/23 budget. Pressures and investments as well as funding for inflation are then added, as well as planned savings, to create the new budget for 2022/23. Cabinet is recommended to recommend Council to approve a revenue budget as set out in Section 4.4 (recommendation i iii).
25. Table 1 shows the combined impact of the proposed changes to the budget for each directorate. Taking into account of these changes the proposed Directorate budgets will increase by 6.1%.

Table 1:

	Starting Budget Rolled Forward from 2021/22 (*) £m	Add Pressures, Investments & Inflation £m	Less Savings £m	Add COVID-19 Funding £m	Budget 2022/23 £m	Change in Budget %
Adult Services	198.037	17.193	-5.595	1.780	211.415	6.8
Children's Services	137.635	7.618	-1.984	4.610	147.879	7.4
Public Health	0.711	0.402	-0.402		0.711	-
Environment & Place	60.931	6.822	-6.265	1.150	62.637	2.8
Commercial Development, Assets and Investments	50.226	0.065	-2.701	0.304	47.895	-4.6
Customers, Organisational Development & Resources	34.023	1.213	-0.641	0.591	35.187	3.4
Amounts held in contingency that will be allocated during the year: Pay Inflation and contract element of Health & Social Care Levy		5.025			5.025	n/a
Directorate Total	481.563	38.338	-17.588	8.435	510.748	6.1%

(*) after taking account of permanent movements of budgets between directorates transacted in 2021/22

Additions to Budgets: Service Investments

26. In addition to the £5.7m investments already set out in the existing MTFS agreed in February 2021, new investments of £6.2m are proposed for 2022/23 and increase to £7.1m by 2025/26.
27. Details of the existing and proposed investments are set out in Section 4.2. New service investments by directorate are summarised in Table 2a below.

28. All of the changes are shown as incremental or year on year, unless otherwise stated; changes in each year remain in the budget for subsequent years unless there is a further change (either positive or negative).

Table 2a: New Investments

Directorate	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m	Total £m
Adult Services	2.250	1.040	1.040		4.330
Children's Services	0.550	-0.180			0.370
Public Health	0.355	-0.250			0.105
Environment & Place	1.249	-0.465	-0.079	-0.128	0.577
Commercial Development, Assets and Investments	1.057	-0.265			0.792
Customers, Organisational Development & Resources	0.761	0.150	0.019	0.019	0.949
Total Proposed Investments	6.222	0.030	0.980	-0.109	7.123

Additions to Budgets: New Service Pressures

29. As well as investments, new pressures of £15.8m have been identified that will need to be funded in 2022/23 and rise to £20.8m by 2025/26. These include directorate pressures plus the estimated cost of additional inflation and the cost to the council of the new Health & Social Care Levy that will be implemented through National Insurance contributions from April 2022. The detailed proposals are set out in Section 4.2 and a summary by directorate is provided in Table 2b below.

Table 2b: New Service Pressures

Directorate	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m	Total £m
Adult Services	4.400				4.400
Children's Services	3.010	0.447	0.343	0.381	4.181
Public Health					
Environment & Place	3.365	-1.378	-0.328	0.022	1.681
Commercial Development, Assets and Investments	0.120	0.500			0.620
Customers, Organisational Development & Resources	0.808				0.808
Inflation, Health & Social Care Levy & Demography	4.050	1.830	1.530	1.730	9.140
Total Service Pressures	15.753	1.399	1.545	2.133	20.830

Reductions to Budgets – Savings

30. To enable new investments and help meet the cost of pressures, new savings totalling £12.7m are proposed for 2022/23 in addition to existing planned savings of £4.7m. The detailed proposals are set out in Section 4.2 and summarised in Table 2c.

Table 2c: Proposed New Savings

Directorate	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m	Total £m
Adult Services	-5.530	-0.250	-0.350		-6.130
Children's Services	-1.803	0.233			-1.570
Public Health	-0.355	0.250			-0.105
Environment & Place	-3.680	1.850	-0.350		-2.180
Commercial Development, Assets and Investments	-0.924				-0.924
Customers, Organisational Development & Resources	-0.441	-0.099	0.249		-0.291
Total New Savings	-12.733	1.984	-0.451		-11.200

COVID-19 Pressures and Funding

31. Since 2019/20 the Council has received £51.6m of un-ringfenced government grant and £71.4m of ringfenced grant to support COVID-19 cost pressures. Alongside this the Council made £14.9m of in-year savings during 2020/21 to meet COVID-19 related expenditure giving a total of £137.1m of COVID-19 funding. During 2019/20 and 2020/21 the Council incurred Covid-19 costs of £68.9m and is expected to incur costs of £49.7m during 2021/22. This leaves a balance of £23.4m which is held in the COVID-19 reserve.
32. £20.2m of this funding is proposed to be used to meet short to medium term COVID-19 pressures from 2022/23 to 2025/26. The detailed proposals are set out in Section 4.2.1 and the annual calls on the reserve in each year are shown in Table 3. Some of the pressures are expected to be permanent and require on-going base budget funding. Where that is the case these are included in the on-going future year pressures in Section 4.2.

Table 3:

Directorate	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m	2026/27	Total £m
Adult Services	1.780	0.890				2.670
Children's Services	4.610	4.249	2.661	1.664		13.164
Public Health						0.0
Environment & Place	1.150	0.400				1.550
Commercial Development, Assets and Investments	0.304	0.304				0.608
Customers, Organisational Development & Resources	0.591	0.500	0.500	0.500		2.091
Total use of reserve	8.435	6.343	3.161	2.144	0.000	20.183
Year on Year Change	8.435	-2.093	-3.182	-1.017	-2.144	0.000

Inflation and Health and Social Care Levy

33. The existing MTFS provides new budget provision of £6.0m in 2022/23 for pay inflation assumed at 2.5%, up to 3% contract inflation and a 2% inflation increase for fees and charges income.
34. The Bank of England forecast inflation to increase up to 4% from the second half of 2021 returning to the 2% target in the second half of 2023. As well as inflationary pressures there are also a number of supply side issues that could impact on expenditure over the medium term. The budget proposals include a further £2.4m for additional contract inflation in 2022/23 (assuming RPIx of 5.7%, RPI of 5.6% and CPI of 4.0%) as well as £4.4m funding for Adult Services to support care market sustainability.
35. The Spending Review 2021 set out that a new Health & Social Care Levy will be implemented through National Insurance contributions from April 2022. Funding of £1.650m has been added to council budgets to support the direct impact on employer's National Insurance, as well as the estimated impact on contract inflation.
36. Cabinet is recommended to recommend Council to approve a Medium Term Financial Strategy to 2025/26 set out in Section 4.1, taking into account the proposals set out in Section 4.2 and 4.2.1 (recommendation h).

Funding Assumptions

37. The national Budget and Spending Review was published on 27 October 2021. This was followed by the Provisional Local Government Settlement on 16 December 2022. This Settlement is for 2022/23 only and, with the focus on stability, rolls over much of the 2021/22 settlement with the addition of the allocation of funding announced in the Spending Review 2021.

Government Grants

38. £1.6Bn new grant funding for councils in each of the next three years was announced as part of the Spending Review 2021.
39. The government stated that this funding is intended to increase investment in supporting vulnerable children and enable local authorities to continue to provide the other local services that people rely on. It is also expected to meet increased costs for the National Living Wage which will be increased from £8.91 to £9.50 an hour (6.6%) from April 2022 and the increase in National Insurance contributions arising from social care reforms as well as other inflationary pressures.
40. The position set out in the report to Performance and Corporate Services Overview and Scrutiny Committee in December 2021, estimated that the council would receive £6.0m of this grant funding.
41. The Provisional Settlement confirmed that the following allocations are available as part of the £1.6Bn new grant funding:
 - £0.636Bn national increase to the existing Social Care Grant. The council's share is £5.3m (in addition to £12m existing grant funding) and is assumed to be on-going.
 - A one-off Services Grant totalling £0.822Bn nationally in 2022/23. The council share is £5.0m one-off in 2022/23 and is un-ringfenced.
42. In addition, the New Homes Bonus will also be extended by a further year and will provide additional un-ringfenced funding of £1.8m in 2022/23 compared to the assumptions in the MTFS.
43. The Provisional Settlement also confirmed that the ring-fenced Public Health Grant, which is £31.7m in 2021/22, will be maintained in real terms over the Spending Review period.

Adult Social Care Reform: Build Back Better

44. £3.6Bn of the £5.4Bn funding announced by the Government for Build Back Better on 7 September 2021 will be routed through local government over the Spending Review 2021 period to support local government to implement the cap on personal care costs and changes to the means test and to move towards a fairer cost of care. From October 2023 self-funders will be able to ask local authorities to arrange their residential care.
45. £162 million in Adult Social Care reform funding will be allocated in 2022/23 to support local authorities as they prepare their markets for adult social care reform and to help move towards paying a fair cost of care. This is part of the £3.6bn announced for local government over the three years to 2024/25. The funding is ring-fenced and will come with grant conditions as set out below.
46. The council's share of this funding is £1.5m in 2022/23 and will need to be used to:

- Conduct a cost of care exercise to determine sustainable rates for care and identify how close they are to it (to be completed by September 2022)
 - Engage with local providers to improve data on operational costs and number of self-funders to better understand the impact of reform on the local market
 - Strengthen capacity to plan for, and execute, greater market oversight and improved market management.
 - Plan for new charging arrangements and additional assessment capacity.
 - Create a provisional market sustainability plan setting out local strategy for the next 3 years (2022 to 2025).
47. As a condition of receiving further grant funding in 2023/24 and 2024/25 the council will need to submit to DHSC:
- The completed cost of care exercise (a survey of local providers which determines a sustainable fee rate).
 - A provisional market sustainability plan (covering 2022-25).
 - Spend Report (detailing how the grant funding has been spent).
48. There is a risk that further funding in 2023/24 and 2024/25 could be impacted by any inability to respond to these requirements.

Business Rates and Funding Reform

49. In addition to Council tax, the Council receives general funding from business rates based on the Government's assessment of need. This is known as the Settlement Funding Assessment (SFA). SFA comprises a predetermined share of business rates collected in Oxfordshire and a predetermined share of business rates from central government. Local authorities have also been able to retain the growth in business rates from a baseline of April 2013 up until the point of a business rates reset which was originally planned for April 2020. The reset was delayed firstly to April 2021 and then to April 2022. The reset was due to coincide with the implementation of a new funding formula, the Fairer Funding Review. The new formula which will reflect both need and a council's ability to raise income from Council tax is expected to result in a decrease to the SFA. The combined reduction in funding from the business rates reset and a new funding formula in 2022/23 was expected to be £10.0m.
50. The Provisional Local Government Finance Settlement confirmed that the business rates reset and the Fair Funding Review will not take place in 2022/23. This moves the anticipated £10.0m reduction in business rates funding from 2022/23 to 2023/24 or later. The statement by Michael Gove, Secretary of State for Levelling Up, Housing and Communities stated that 'as part of [any funding reforms] we will look at options to support local authorities through transitional protection'. Therefore, the proposed MTFs assumes that the impact of funding reforms will be phased equally over 2023/24 and 2024/25.

51. The Provisional Settlement also confirmed that the business rates funding will not be increased for inflation in 2022/23. This reduces the funding in 2022/23 by £0.4m compared to the assumptions in the existing MTFS. The total additional business rate funding compared to the existing MTFS is therefore £9.6m.
52. Final notification of Business Rates for 2022/23 will not be received from the City and District Councils until 31 January 2022. This information will be incorporated into the proposed budget for 2022/23 presented to Council on 8 February 2022.

Council Tax Base and Business Rates Income

53. The existing MTFS assumed that the council tax base would increase by 1.5% in 2022/23. As notified by the district councils the actual increase in 2022/23 is 1.75% and is equivalent to £1.1m additional on-going funding.
54. Surpluses on council tax collection are estimated to be £2.0m in 2022/23 and £4.0m in each remaining year of the existing MTFS. Information on the Council Tax Collection Fund will be received from the City and District Councils within seven working days of 15 January 2022. This information will be incorporated into the proposed budget for 2022/23 presented to Council on 8 February 2022.
55. Information on the business rates income for 2022/23 and the business rate collection fund are required to be provided by 31 January 2022. This information will be incorporated into the proposed budget for 2022/23 presented to Council on 8 February 2022, other

Council Tax and Adult Social Care Precept

56. The current MTFS assumes Council tax increases of 1.99% each year. It also assumes the council will take the remaining 2% of the 2021/22 adult social care precept, that was allowed to be spread over two years, in 2022/23, so the total existing planned increase for 2022/23 was 3.99%.
57. The Provisional Local Government Settlement confirmed that the council tax referendum limit will remain at 2% throughout the three-year Spending Review period to 2024/25. It also confirmed the expectation that local authorities would meet pressures in adult social care by raising council tax by up to an additional 1% per annum through an additional precept in 2022/23, 2023/24 and 2024/25.
58. A proposed increase of 4.99% for Band D council tax in 2022/23 is shown in Table 4 below. This is made up of the 1.99% core increase plus 3.00% for adult social care. Band D council tax will increase from £1,573.11 in 2021/22 to £1,651.61 in 2022/23.
59. The proposed council tax increases in 2023/24 and 2024/25 are a core increase of 1.99% plus a further 1.0% for the adult social care precept. A core increase of 1.99% is proposed for 2025/26.

Table 4:

	2022/23 Existing MTFS	Proposed Change	2022/23 Revised MTFS	2023/24 Proposed	2024/25 Proposed	2025/26 Proposed
	£m	£m	£m	£m	£m	£m
Band D Council Tax	£1,635.88	£15.73	£1,651.61	£1,700.99	£1,751.85	£1,786.71
Core Council Tax Increase	1.99%		1.99%	1.99%	1.99%	1.99%
Adult Social Care Precept- Settlement 2020	2.00%		2.00%			
Adult Social Care Precept- SR2021		1.00%	1.00%	1.00%	1.00%	
Total Council Tax Increase %	3.99%	1.00%	4.99%	2.99%	2.99%	1.99%

60. Cabinet is recommended to recommend to Council to approve a council tax requirement (precept) for 2022/23 of £435,816,475 (Section 4.3) and approve a 2022/23 council tax for band D equivalent properties of £1,651.61 (recommendation i).

Proposed 2022/23 Budget and MTFS to 2025/26

61. Predominantly due to the anticipated impact of the proposed funding reforms, the existing MTFS agreed in February 2021 assumed there would be a budget deficit of £7.0m for 2022/23.
62. The combined impact of the changes to council tax and business rates is to increase funding by £14.8m in 2022/23 compared to the MTFS. There is also additional specific grant funding of £12.2m, although some of this is one – off. After taking account of the existing deficit the additional funding has been used to support a £9.2m increase to directorate budgets. A proposed on-going contribution of £5.3m will be made to the Prudential Borrowing reserve to fund the capital proposals set out in the Capital & Investment Strategy. There is also a proposed one – off contribution to the Budget Prioritisation Reserve that will be used to support the delivery of the council's priorities.
63. While the proposed MTFS is balanced in 2022/23, there is a deficit of £5.4m in 2023/24, rising to £7.6m in 2024/25 and £9.1m in 2025/26 as a result of the anticipated implementation of funding reforms. These deficits will need to be considered through the Budget and Business Planning Process for 2023/24 when more is known about the impact and implementation of the reforms.
64. A summary of the existing and updated funding built into the MTFS for 2022/23 to 2025/26 is set out in Section 4.1 and summarised in Table 5 on the next page.

Table 5:

	2022/23 Existing MTFS £m	Change £m	2022/23 Revised MTFS £m	2023/24 Proposed £m	2024/25 Proposed £m	2025/26 Proposed £m
Council Tax	-430.6	-5.2	-435.8	-456.7	-478.5	-496.5
Council Tax Collection Fund	-2.0		-2.0	-4.0	-4.0	-4.0
Business Rates	-70.7	-9.6	-80.3	-76.5	-72.7	-74.1
Business Rate Collection Fund	0.0		0.0	0.0	0.0	0.0
Total Funding	-503.3	-14.8	-518.1	-537.2	-555.2	-574.6

	2022/23 Existing MTFS £m	Proposed Change £m	2022/23 Revised MTFS £m	2023/24 Proposed £m	2024/25 Proposed £m	2025/26 Proposed £m
Net operating budget prior year	493.8		493.8	518.1	542.6	562.9
<u>Directorate Budget Changes:</u>						
Pressures & Investments	16.4	21.9	38.3	18.1	21.9	22.0
Savings	-4.7	-12.7	-17.4	1.1	-1.2	-0.2
Subtotal Directorate Changes	11.7	9.2	20.9	19.2	20.7	21.8
<u>Corporate Measures:</u>						
Changes in existing MTFS	4.8		4.8	3.8	-0.4	-0.9
Capital Financing Costs		5.3	5.3			
Contribution to Budget Prioritisation Reserve		5.4	5.4	-5.4		
COVID-19 Pressures Contribution from COVID-19 Reserve		8.4	8.4	-2.1	-3.2	-1.0
		-8.4	-8.4	2.1	3.2	1.0
Social Care Grant (on-going)		-5.3	-5.3			
Services Grant (one – off)		-5.0	-5.0	5.0		
New Homes Bonus - extra year		-1.9	-1.9	1.9		
Subtotal Corporate Measures	4.8	-1.4	3.4	5.2	-0.4	-0.9
Net Operating Budget	510.3	7.8	518.1	542.6	562.9	583.8
Total Funding	-503.3	-14.8	-518.1	-537.2	-555.2	-574.6
Total Budget Surplus (-) or Deficit (+)	7.0	-7.0	0.0	5.4	7.6	9.1
Year on year Change in Surplus (-) or Deficit (+)				5.4	2.2	1.5

65. The Financial Strategy (Section 4.5) sets out the financial planning principles applied in setting the budget and MTFS as well as assumptions on future funding. It also includes an assessment of compliance with the Code of Practice for Financial Management as well as key indicators for measuring the Council's financial health and resilience. Cabinet is recommended to approve the Financial Strategy (recommendation e).

Earmarked Reserves and General Balances

66. Cabinet is recommended to approve the Earmarked Reserves and General Balances Policy Statement (Section 4.6) (recommendation f). This sets out the planned contributions to and from Earmarked Reserves and the proposed minimum level of General Balances for 2022/23. The forecast level of earmarked reserves over the period of the MTFS is set out in Section 4.6.1.
67. As set out in paragraphs 31-32, the proposed budget for 2022/23 includes the use of £8.4m one-off funding available to support on-going pressures associated with COVID-19. £11.0m of earmarked reserves and £3.0m from general balances are proposed to be used to support the cost of the 20 mile per hour speed limit and Zero Emission Regional Bus Area (ZEBRA) schemes that are proposed to be added to the capital programme as part of the Capital & Investment Strategy. The proposed budget also includes a contribution to the Budget Priorities Reserve of £5.4m to be used in 2022/23 for projects which align with the nine priorities of the administration.
68. The risk assessed level for general balances is £28.9m for 2022/23 which is equivalent to 6% of the proposed net operating budget of £518.1m. This is an increase of £0.1m from the risk assessed level for 2021/22, further details are set out in Annex 1 of Section 4.6.

Review of Charges 2022/23 and 2023/24 – Annex A

69. As part of the Budget & Business Planning process, services have reviewed their charges for 2022/23. There have been no changes to the Corporate Charging Policy from that agreed by Cabinet in January 2019 which requires services to operate a full cost recovery model except where legislation dictates a maximum charge. The expectation was that charges would generally increase by a minimum of 2.0%, however the proposed increase should be higher where the market allows or where costs are not being fully recovered.
70. The Registration Service has also reviewed and proposed charges for 2023/24 which will enable the service to confirm the cost of services, including bookings for ceremonies such as marriages and civil partnerships, up to 31 March 2024.
71. The schedule of proposed charges for 2022/23 and, in relation to the Registration Service, charges for 2023/24 is set out at Annex A. Cabinet is recommended to approve the Review of Charges (recommendation b).

Dedicated Schools Grant 2022/23 – Annex B

72. Dedicated Schools Grant (DSG) allocations for 2022/23 were announced on 16 December 2021. Oxfordshire's provisional allocation for 2022/23 is set out in the table below along with the 2021/22 funding. The increase in funding for 2022/23 set out in Table 6 reflects the final year of the three year DSG funding commitment.

Table 6:

Summary of Block Funding	2021/22 £m	2022/23 £m	2022/23 Projected Outturn £m	Variation £m
Schools block	492.2	446.7	446.7	-
Central Services Schools block	4.6	4.5	4.5	-
High Needs block	81.9	88.7	109.0	20.3
Early Years block	39.3	39.2	39.2	39.2
Total	555.0	579.1	599.4	20.3

73. The detail of the School Funding Formula is set out in Annex B. Cabinet is recommended to approve the final funding formula for 2022/23 subject to the decision by the Secretary of State for Education regarding permission to transfer 0.5% (£2.2m) from the Schools block to support High Needs expenditure (recommendation c).
74. In addition to the DSG, a new Supplementary Grant with an indicative allocation of £13m for Schools and £3.2m for High Needs is being provided in respect of the Health and Social Care Levy and other cost pressures. This additional funding will be provided in each year of the current spending review period. The Department for Education's intention is that payment of this additional funding in the form of a separate grant will be for 2022/23 only. The funding will be incorporated into core budget allocations for 2023/24 where possible.

High Needs DSG Forecast

75. Spend on High Needs is expected to exceed the grant funding available in 2022/23 by £20.3m and the deficit is expected to increase over the medium term.
76. The reasons for the growing deficit are:
- Government funding nationally not keeping pace with increased demand for support for Special Educational Needs and Disabilities (SEND) in the local population
 - National reforms in 2014 extending the upper age range of young people the council is required to support through the High Needs Block from 19 up to the age of 25.

- The changing and increased complexity of needs of our children and young people.
 - The significant increase in requests for statutory assessments that lead to an Education, Health and Care Plan (EHCP) since the start of 2020. This increase has occurred nationally, not only in Oxfordshire. The number of EHCPs maintained by Oxfordshire has risen by 7.9% from 4,635 in Dec 2020 to 5,000 in Dec 2021.
 - In Oxfordshire, the largest proportion, 41.5%, of children and young people with EHCPs receive their education in mainstream schools. This compares to the national average of 39.9%. Oxfordshire has a higher proportion of children and young people with EHCPs in further education (18.3%) compared with the national figure of 16.7%.
 - Of the Oxfordshire children in special schools, 16.1% are in independent provision compared to 11.6% nationally. As this is the most expensive provision, the use of the independent settings is clearly a key driver in the level of spend. Use of independent settings is driven by the lack of places elsewhere and parental preference. The County Council has invested over £15m over the last ten years to increase places. There are two new special schools being built in the County as well as the expansion of existing special schools. The projections in growth of need, however, suggests that the schools will be quickly filled without meeting all the new need.
77. The accumulated forecast High Needs DSG deficit as at 31st March 2022 is £35.4m. Oxfordshire is forecasting increasing annual deficits driven by the growth in the learners supported. Strategic work continues in order to ensure that services are better structured in order to meet demand; despite this, it is unlikely that the deficit can be eradicated in the face of increasing numbers of children requiring support, parental preference and the dominant provider market.
78. Consultation on Special Educational Needs and Disabilities (SEND) commenced in January 2022. This has two parts. The Local Area SEND Strategy System Reform for Special Education Needs (SEND). The first is a high level overarching strategy with focus on support for children and young people with SEND to achieve the best possible outcomes. The System Reform for Special Education Needs (SEND) consultation reflects the work undertaken through the SEND Transformation Project which has been running for the past year and involves representatives from all education sectors as well as colleagues from the Clinical Commissioning Group and parent representative groups. This consultation proposes system changes where inclusion of children and young people in their local schools is the norm, early intervention is prioritised and spend is managed within available budgets.

Capital and Investment Strategy – Section 5

79. The Capital and Investment Strategy (Section 5.1) is an overarching strategy that brings together the strategies that drive the Capital Programme (Section

5.5) and incorporate the Investment Strategy (Section 5.3) and the Treasury Management Strategy (Section 5.2).

80. This strategy satisfies the requirements as set out Prudential Code for Capital Finance in Local Authorities 2017 for authorities to prepare at least one Investment Strategy containing the disclosures and reporting requirements specified in the guidance each financial year. Cabinet is recommended to approve the Capital and Investment Strategy for 2022/23, including the Capital Prudential Indicators and Minimum Revenue Provision Policy Statement which form annexes to the strategy and the Investment Strategy (recommendation j).
81. Cabinet is recommended to approve the Treasury Management Strategy and Annual Investment Strategy for 2022/23 including the relevant Prudential Indicators and Specified Investment and Non-Specified Investment instruments as set out in paragraphs 55 to 60 of the strategy. To enable the Treasury Management team to operate effectively, Cabinet is also recommended to continue to delegate the authority to withdraw or advance additional funds to/from external fund managers to the Director of Finance and approve that any further changes required to the 2022/23 Treasury Management Strategy be delegated to the Director of Finance in consultation with the Leader of the Council and the Cabinet Member for Finance (recommendation k).
82. The Property Strategy (Section 5.4) sets out the Council's approach to property assets. An asset condition survey of the council's properties will be carried out in the first quarter of 2022/23. The outcome of that exercise will be used to inform a full review of the Property Strategy later in the year. It will also identify the investment needed to bring the Council's key property assets up to the necessary standard, including enhancements to achieve carbon zero. Cabinet is recommended to approve the existing strategy (recommendation m).
83. The Pupil Place Plan has been updated and Cabinet is recommended to endorse this and recommend council to approve as part of the Capital & Investment Strategy for 2021/22 – 2031/32 (recommendation j). The current [Highways Asset Management Plan](#) was agreed by Council in February 2020 and reviewed in January 2021. Locality engagement underpinning an update to the Plan will be undertaken in early 2022 and the expectation is that a revised plan will be agreed by Cabinet in July 2022.
84. The Council's 10 year Capital Programme is derived from the priorities identified in the supporting strategies and sets out the agreed capital investment to deliver those priorities. The programme is refreshed annually and agreed by Council each February. Section 5.5 sets out the proposed changes to the existing Capital Programme. The draft programme for 2022/23 to 2031/32 is attached at Section 5.6. Cabinet is recommended to approve the new capital proposals for inclusion in the Capital Programme (recommendation n) and the capital programme (recommendation o).
85. A summary of the proposed capital programme is set out in table 7 below:

Table 7:

Strategy / Programme	Latest Programme £m	Monitoring Updates £m	Proposed Changes £m	Contingency £m	Total Programme £m
Pupil Place Plan	233.8	0.6	12.5	0.0	246.9
Major Infrastructure	644.6	0.1	93.2	-50.0	687.9
Highways Asset Management Plan	248.4	0.0	30.2	0.0	278.6
Property & Estates, and Investment Strategy	70.5	-4.7	18.5	0.0	84.3
ICT & Digital Infrastructure	30.1	0.0	0.0	0.0	30.1
Passported Funding	38.6	0.0	6.7	0.0	45.3
Vehicles & Equipment	9.3	0.3	0.8	0.0	10.4
Total Estimated Capital Programme Expenditure	1,275.3	-3.7	161.9	-50.0	1,383.5
Earmarked Reserves	70.4	-0.5	-25.3	50.0	94.6
Total Estimated Capital Programme	1,345.7	-4.2	136.6	0.0	1,478.1

Risk Management

86. To help manage the impact of financial risk in the proposed budget and MTFs, a corporate contingency is held. The proposed level of corporate contingency budget for 2022/23 is £6.6¹m and is held to cover:
- the risk that demographic pressures are higher than forecast;
 - any unfunded new burdens or unfunded elements of government grant;
 - any unbudgeted pay award and other inflationary risks; and
 - the risk that proposed savings are not achieved in full, based on the performance targets set out in the Financial Strategy.
87. The statutory report of the Chief Financial Officer required under Section 25 of the Local Government Act 2002, which forms part of the suite of papers considered by Council in setting the budget each February, includes a section assessing the key financial risks.
88. In addition to the corporate contingency, general balances are also held to ensure that a major incident or emergency can be managed without impacting on other services.

¹ After assuming use of £3.4m contingency for an unbudgeted pay award of 1.75% in 2021/22 and permanent virements of £0.6m in 2021/22.

Financial Implications

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

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Legal Implications

90. The Council is required under the Localism Act 2011 to set a council tax requirement for the authority. This report provides information which, when taken together with the previous and future reports up to January 2022, will lead to the council tax requirement being agreed in February 2022, together with a budget for 2022/23, four-year medium term financial strategy and ten - year capital programme.
91. The Council is required to set a balanced budget taking account of balances and any other available reserves before the commencement of the financial year to which it relates. The Local Government Act 2000 states that it is the responsibility of the full council, on the recommendation of the Cabinet to approve the budget and related council tax requirement.
92. The Local Government Act 2003, section 25 requires the council's Section 151 Officer to report to the council on the robustness of the estimates made and the adequacy of the proposed financial reserves assumed in the budget calculations.
93. The Council has a fiduciary duty to council tax payers, which means it must consider the prudent use of resources, including control of expenditure, financial prudence in the short and long term, the need to strike a fair balance between the interests of the Council Tax payers and ratepayers and the community's interest in adequate and efficient services and the need to act in good faith in relation to compliance with statutory duties and exercising statutory powers.

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Equality & Climate Implications

94. The Equality Act 2010 imposes a duty on local authorities that, when making decisions of a strategic nature, decision makers must exercise 'due regard to the need to eliminate unlawful discrimination... advance equality of opportunity... and foster good relations.'
95. In developing budget proposals, services have considered the potential impact of change with respect to equality, diversity and inclusion, in line with our new framework: Including Everyone, and our commitment to tackling the climate emergency through our Climate Action Framework.
96. An overarching equalities summary impact assessment, taking into account the overall impact of the budget proposals, is included in Section 4.7. An overarching climate impact assessment is included in Section 4.8. Where a potential material service impact has been identified, an initial Equality & Climate Impact Assessment has been completed and these are available as part of the background papers.
97. Following the public consultation, impact assessments will be reviewed and updated as necessary to take into account consultation responses.

Lorna Baxter, Director of Finance

Claire Taylor, Corporate Director of Customers and Organisational Development

Annexes:	Annex A: Review of Charges 2022/23 and 2023/24
	Annex B: DSG Allocations 2022/23
	Annex C: Cabinet's response to Performance and Corporate Services Overview and Scrutiny Committee's 2022/23 Budget Scrutiny Report
	Section 2.1: Budget consultation 2022/23 report
	Section 2.2: Strategic plan
	Section 2.3: Engagement feedback on the Oxfordshire Fair Deal Alliance's priorities
	Section 4.1: Revenue Budget 2022/23 and MTFS to 2025/26
	Section 4.2: Investments, Pressures and Savings 2022/23 – 2025/26
	Section 4.2.1 Covid-19 Pressures
	Section 4.3: Council Tax and Precepts 2022/23
	Section 4.4: Revenue Budget 2022/23
	Section 4.5: Financial Strategy 2022/23
	Section 4.6: Earmarked Reserves and General Balances Policy Statement 2022/23
	Section 4.6.1 Forecast Earmarked Reserves to 2025/26
	Section 4.7 Overarching Equalities Impact Assessment

Section 4.8: Overarching Climate Impact Assessment

Section 5.1: Capital and Investment Strategy 2021/22 – 2031/32

Section 5.2: Treasury Management Strategy 2022/23

Section 5.3: Investment Strategy for Property Investment 2022/23

Section 5.4: Property Strategy

Section 5.5: Proposed changes to the Capital Programme

Section 5.6 Proposed Capital Programme 2021/22 to 2031/32

Background papers:

Equality Inclusion and Climate Impact Assessments (ECIAs):

- Digital Post Room
- Environment Bill
- Environmental and Community bids – Nature Recovery Strategy
- Environmental and Community bids – Support for Community Action Groups
- Increased fees for on-street Pay and Display within Oxford
- Physical Activity and Obesity Budgets
- Travellers and Gypsy Services

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January 2022

CABINET - 18 JANUARY 2022

Budget and Business Planning 2022/23

Report by Cabinet Member for Finance

1. The Cabinet is INVITED to:

- a) Note the content of the report that follows, which gives context to the set of budget documents and proposals that it will consider at its meeting on 18 January.

Our priorities

- 2. This is the first budget of the Oxfordshire Fair Deal Alliance, a new administration for Oxfordshire which has been forged around our shared commitment to nine priorities. The three political parties of the Alliance are working together because we want to see a greener, fairer, healthier Oxfordshire.
- 3. Addressing the climate emergency, tackling inequality and promoting the health and well-being of all residents are not over-night tasks but require long-term, persistent commitment. We have inherited a Council shaped by the actions and priorities of its previous leadership. While we are impatient for change, we recognise it takes time to reform culture, processes and activities.
- 4. Through this budget we are targeting funding and seeking to reshape the Council's ability to have a positive impact in our priority areas. One of our priorities is to be more open and inclusive in decision-making. We consulted widely on our priorities and on this budget: our initial budget proposal in December had more than double the number of responses received last year. We are grateful to all those who gave us their views and have sought to reflect these in the proposals we are presenting.

Our context

COVID has disrupted all our lives and work

- 5. We are nearly two years into the management of the COVID pandemic. While we hope to emerge soon from its deadly impact on so many lives, this remains a period of huge challenge and uncertainty. We pay tribute to the staff of the Council and other public servants across the county, particularly in the NHS and social care and in our schools and early years settings, who have kept frontline services going during this period. They have shown great dedication.

6. All countries globally have been affected by the disruption to supply chains caused by COVID. The UK has also been navigating a period of disruption to our trading relationships following our departure from the European Union which have compounded supply chain challenges. A new immigration regime, combined with some of the travel restrictions brought about by COVID, has also directly impacted on the availability of staff in some key sectors, notably health and social care, construction and hospitality

Local government was already facing very significant challenges

7. We are at the end of a ten-year period during which central government funded spending power for English local authorities has more than halved, falling by 52%¹. Faced with declining budgets, Council officers have been driven to find continual savings. In some areas of this Council's operation, efforts to increase efficiency may have become counter-productive. We are concerned, for example, by the levels of out-sourcing and the regular use of contract/ agency staff. We have been struck by how stretched many services are and are worried they risk failing to deliver the standards expected by council taxpayers.
8. While funding has fallen, there has been no reduction in demand for our services. In our services for individual residents, such as children's and adults' social care and support for children and young people with special educational needs and disabilities (SEND), there has been huge increase in demand, increased complexity and rising cost. A few examples illustrate this:
 - (a) for adult social care, the number of new cases each year has risen 62% since 2016 (from 12,500 to 21,500), with the greatest rise in demand for support to adults aged 18-64 (an 280% increase from 2400 to 6780);
 - (b) following changes to legislation in 2014, since 2016 the number of children and young people in Oxfordshire with an Education, Health and Care Plan has risen by 91% (nationally the rise has been closer to 60%);
 - (c) the average older person required 12.3 hours of personal home care per week in 2021 as compared to 10.6 hours in 2017;
 - (d) the cost of a care home bed for an older person rose 29% between 2017-2021 and for an adult with learning disability this rose 80%;
 - (e) the Competition and Markets Authority reported on children's social care on 22nd October, with its Chief Executive, Andrea Coscelli, stating: "We are concerned this is a failing system, with children not being placed in the right homes while providers are being allowed to charge high prices and make big profits."²

¹ <https://www.nao.org.uk/report/the-local-government-finance-system-in-england-overview-and-challenges/> Figure 5, page 13

² <https://www.gov.uk/government/news/cma-outlines-concerns-on-availability-and-price-of-children-s-care>

National government missed an opportunity to invest meaningfully in local government and instead loaded costs onto council tax payers

9. The Oxfordshire Fair Deal Alliance called on national government to respond to the challenges facing local government in a meaningful way through the autumn spending review³. Unfortunately, they did not. Instead, in adult social care for example, they directed that local authorities should use council tax to meet rising costs. The October budget stated “local authorities with social care responsibilities are expected to be able to increase the adult social care precept by up to 1% per year.”⁴
10. This represents a double-whammy for households at a time of real pressure on living costs. In April, taxpayers will see national insurance contribution (NIC) increase with the new 1.25% Health and Adult Social Care Levy AND increases in their council tax bill to the adult social care precept: 2% that was planned by the previous administration and a further 1% added by the Chancellor’s budget.
11. For the Council as an employer, we also face NIC increases, estimated at over £1m. While the pressures facing the NHS are significant, it is still striking that, of the £36b raised by the NIC increases over three years, less than 20% (£5.4b) will go to adult social care and that these funds will come only towards the end of the period.

Very significant financial risks remain in key areas of social care and SEND support

12. The government announced on 7 September its plan for changing the charging arrangements of adult social care⁵. This represents a very substantial change to how social care is funded and to the operation of the market for social care. There are real, new costs associated with the regime the government is implementing. It is very likely that costs to the Council will rise well above any new funding to meet this.
13. In children’s services, a particular concern is the growing liability of our deficit in the High Needs Block. This element of the grant we receive from central government funds SEND costs. Due to the growth in demand, it has proved insufficient. We face a growing annual shortfall and are therefore accumulating a very worrying deficit. For 2022-23, the annual deficit is projected to be £20.3m, taking our total deficit to £55.7m. Based on current funding and demand, this is projected to grow to £206.9m by 2025-26. The Treasury has given local authorities dispensation to hold this ring-fenced deficit off balance sheets. Yet this is only in place until 2023-24. Unless central government addresses the chronic underfunding of this area and absorbs the accumulated deficit, many local authorities – including Oxfordshire – will have to make deep cuts to other areas to fund the deficit.

³ <https://news.oxfordshire.gov.uk/urgently-address-funding-issues/>

⁴ <https://www.gov.uk/government/publications/autumn-budget-and-spending-review-2021-documents>

Paragraph 4.59

⁵ <https://www.gov.uk/government/publications/build-back-better-our-plan-for-health-and-social-care>

Local government depends on national government bids for capital investment

14. At the same time, we have increasingly seen capital funding controlled by national government through a series of bidding contests that pit local authorities against each other as they compete for funding. Although the new Secretary of State for Local Government, Michael Gove told his departmental select committee in November that this effort to bid is detracting from delivering local services⁶, we are waiting to see any change of approach.
15. Nationally, we face frustration in conflicting approaches by No10, Treasury and the Department for Levelling Up, Housing and Communities (DLUHC). For example, we submitted an ambitious bid for a bus strategy for Oxfordshire, responding to a statement from the Prime Minister in March 2021 that committed a budget of £3billion to the “Bus Back Better” strategy⁷, only for the October spending review to see the Treasury cut this sum to £1.2billion⁸.

We were left some significant capital underfunding by the previous administration

16. We have inherited the capital commitments of the Council made by the previous administration. In some areas, we have found that the sums provisioned for projects were inadequate. This is true of Kennington Bridge, where the £50million estimate that accompanied the outline business case in July 2020 accepted by the previous administration is now projected to be £87million. Faced with this unfunded increase to a critical piece of the county’s infrastructure, we have no choice but to use this budget to provide £27million of the additional funding to allow this critical project to proceed.
17. In other areas, have found that the previous administration committed its taxpayers to major projects where the Council bears all the risk of cost increases. The largest examples are the two Housing Infrastructure Fund (HIF) schemes. When the previous administration committed to government that it would deliver these schemes, it accepted the full financial liability for any additional costs arising. We now face disruptions to the supply chain, very significant inflation and labour shortages in the construction sector, through a combination of COVID and the policies related to the UK leaving the EU. Taking account of these elevated risks, we need to provision for potential future costs of major infrastructure.
18. We have asked officers to redouble their scrutiny of future capital projects to make sure that the optimism bias displayed in the past is removed and we take a more sober and realistic assessment of the costs and risks associated with major programmes.

⁶ <https://committees.parliament.uk/oralevidence/2980/pdf/> In response to Q27

⁷

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf p.4

⁸

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1043689/Budget_AB2021_Web_Accessible.pdf p.58

19. More generally, over the coming years, we face a major challenge to shift the capital budget so that investments made with an eye to the future not a nod to the past. We must ensure that our major capital investments are consistent with our carbon reduction commitments. Travel and transport infrastructure is a key area. The estimated cost of maintaining Oxford's highways over the next five years (from 2022-23 to 2026-27) is £228m. Yet, as it stands, we are set to receive only £70m from national government. Previous borrowing of £32m is scheduled for the next two years, but the total funding gap is currently £125m. As we look to maintain our roads, we will have to confront some difficult choices.

Our budget

20. We have approached the budget process with a three key principles in mind:
- (a) We have maintained a relentless focus on high quality services for the residents of Oxfordshire;
 - (b) We have sought out opportunities to make investments now that will save the council cost in the future;
 - (c) We have looked for effective ways to deliver our priorities, in particular addressing climate change and reducing inequality

Pursuing our climate change goals

21. We are delivering on a series of measures to help the county achieve its 2030 carbon goals. So that the Council as an organisation can put climate change at the heart of our activities, we are investing £760,000.
22. Travel and transport are key to reducing our carbon emissions in Oxfordshire. To encourage cycling and walking and to increase safety in our towns and villages, we are investing £8million in a programme to make 20mph the new normal in residential areas across Oxfordshire. We are putting aside £6million to support our bid to government with the bus companies for electric buses to serve Oxford city.
23. To show the impact that more people-centred urban design can have on the use of active travel and on well-being, we are allocating £500,000 towards the capital costs of pedestrianizing Broad Street in Oxford. We are also funding investments to reduce congestion and improve air quality through more effective enforcement to keep traffic moving.

Investing in social care and SEND to support the most vulnerable and tackle inequality

24. We are making a significant investment in the social services we provide to our most vulnerable residents: with year-on-year increases in the budgets for children's services of 7.4% and adult social care of 6.8%.

25. Children and young people have faced considerable delays in getting SEND assessments and in arranging placements. We are providing over £2million more funding for these services.
26. Carers and those living with disabilities argued that we should consider reducing the contribution rate we require from their allowances so that they have a little more to spend. We have listened and are budgeting £800,000 to reduce the contribution rate.
27. We are looking for opportunities to improve the services we offer and to reduce costs:
- (a) An early decision of the Oxfordshire Fair Deal Alliance, reflected in this budget, was to invest £5million in Resonance Supported Homes Fund to bring more adults requiring supported accommodation back to Oxfordshire;
 - (b) In the future, we want to take more steps in this direction: where children or adults are cared for outside the county, it removes them from family and friends and often costs considerably more. In our capital budget, we have earmarked up to £6million for two new children's homes to be built in the county.
- If these measures are successful in improving the quality of life for those we support, while also reducing our costs, we will look to make further similar investments.
28. We are preparing for a whole new funding regime in adult social care, mindful that government has stated that local authorities must be ready to deliver within this new framework or face losing funding. We will receive a £1.5million grant from government to support our preparations for this reform. In addition, we have allocated £400,000 to make sure that we are ready to operate under the new framework. In the coming year, we anticipate rising costs in the market for adult social care so have allocated £4.4million to make sure we can sustain our provision of services.

Responding to the impact of the pandemic on health inequality

29. We are promoting a joined-up approach to tackling health inequalities, especially post-pandemic. We are putting money into priority areas of public health, particularly where the pandemic has disrupted services and left individuals more vulnerable such as £250,000 into sexual health and NHS health checks.

Equipping the Council to deliver better services while consuming less

30. We are making an investment in the core functions of the Council. We believe these need to be strengthened so we can be sure that well-informed decisions are being made, expenditures are being carefully tracked and to avoid expensive mistakes. We want to ensure we have the right staff to support scrutiny of decision-making, monitor capital projects, give legal advice and pursue effective procurement, while investing in our ability to recruit and retain

outstanding staff across our services. We are continuing to look for ways – particularly through digitisation and more flexible work patterns – that the Council can deliver high quality services at lower environmental and financial costs.

Ensuring Council property assets deliver the best economic, environmental and social value

31. We will look for ways to make more of the assets we hold by undertaking a full asset condition survey to inform an ambitious property strategy. We are investing in our estate to reduce carbon consumption, including by investing now to increase co-location in Council buildings.
32. Oxford is a county shaped by its rivers and our bridges are a key part of the county's infrastructure. Unfortunately, they have been underinvested in over many years. The backlog is considerable and the consequences of not acting are potentially serious. We are increasing our investment in the repair and maintenance of the county's bridges by an additional £2.7million.

Consultation process

33. We consulted publicly on the budget, met with the Performance and Corporate Services Overview and Scrutiny Committee and took the views of fellow members of the Council. We are delighted that so many people contributed to the process. We received 1,392 responses, which is a huge increase on the 652 in the previous year's consultation. This reflects a strong commitment by this administration, supported by officers, to reach a broader range of consultees and to encourage more public participation in the process. We still have further to go to make our consultations more representative of the diversity of Oxfordshire's residents, but we are glad already to have increased the participation in the budgeting process.
34. A number of key themes emerged from the public consultation which have informed our final budget proposals:
 - (a) The public consultation indicated the highest support for the Oxfordshire Fair Deal Alliance's priorities to focus on the health and well-being of Oxfordshire residents and to support carers and the social care system. AND The vast majority of respondents wanted to see front-line services protected.

The largest increases in this budget go towards adults and children's services.

- (b) The next two priorities to attract the highest support were putting climate action at the heart of our work and investing in an inclusive, integrated and sustainable transport network.

Our budget includes a significant increase in core resourcing to support climate action, alongside specific capital allocations to improve transport networks and connectivity.

- (c) Opinion was split on the proposed Council Tax increase but more supported this than opposed it, taking account of the 3% precept for adult social care.

We propose to increase Council Tax by 4.99% as directed by central government to fund support to core services, in particular adult social care. We are very aware of the financial pressures many households will face in the coming year and will look carefully at what steps we can take through our services to support the most financially vulnerable.

- (d) Respondents favoured savings that focused on
- (1) using digital technology to deliver services more efficiently;
 - (2) redesigning services, using fewer agency staff and holding more vacancies;
 - (3) reducing operating costs by encouraging more long-term flexible working;
 - (4) looking for creative ways to meet needs at lower cost while also helping people to be as independent as possible;

We are committed in our proposals to all of these areas of activity and intend to realise savings here that will release funds for the frontline.

Budget update

35. We set our budget proposals in December against some cautious assumptions about revenue in light of the considerable uncertainty created by the pandemic and delays to national government decision-making. Since our budget proposals were published, we have been able to update the revenues we can expect to receive in 2022-23.
36. Key information has come from the provisional Local Government Financial Settlement, published on 16 December. Many local authorities, including this Council, had requested government provide a three-year settlement for local government, following the three-year spending review in October. Since the Treasury had provided this horizon to DLUHC, we hoped to benefit from a similar opportunity to assist our financial planning. Unfortunately, government elected only to provide a one-year settlement.
37. We had anticipated an allocation of recurrent grants of £6million. We instead received £5.3million. We did, however, receive two one-off grants totalling £6.8million.
38. District councils have advised that the number of properties paying council tax has increased above our estimates, with the effect that our revenue from council tax in 2022-23 is projected to be £1.1million higher. However, whereas we had expected business rates to be increased by government with inflation,

they were frozen, which means this income will be £400,000 lower in 2022-23 than we budgeted for. The net improvement in tax revenue is £700,000.

39. All told, our recurrent budget is unchanged (we receive £700,000 less in government grants but £700,000 more in tax revenue) while the budget for 2022-23 sees an improvement of £6.8million. These are one-off funds. We cannot rely on them for longer-term expenditure pressures.

Additional measures

40. In light of the consultation process and further discussion among Cabinet members, we are proposing some additional investments compared to the proposed budget:
- (a) We are allocating £500,000 to support the review into home-to-school transport to assist in transitioning to any new arrangements, with a particular focus on supporting more active travel and more sustainable transport opportunities.
 - (b) We are offering tenants of the Council in community assets a one-year rent holiday to take account of financial pressures many community and voluntary organisations have faced during the pandemic; we also commit to reviewing the management of these properties and put their arrangements on a more stable, predictable footing from 2023-4.
 - (c) We will undertake a strategic rail feasibility study to establish what it would take to advance the proposals for new rail links to Cowley, Grove/ Wantage, North Cotswolds and West Oxfordshire.
 - (d) We are investing in additional resource to accelerate our work on active travel in the county: planning for new schemes and advising on opportunities to integrate active travel more fully in future proposals.
 - (e) We are replenishing the budget priorities reserve to allow for further investment in 2022-23 to (1) support projects that will generate future savings for the Council budget; (2) make early interventions to improve the lives of children and young people; (3) accelerate our climate response.

The change we hope to see

41. Oxfordshire is a strong county with vibrant communities, successful businesses and world-class research institutions. It also has its share of economic, social and environmental challenges. We want to build on our strengths while confronting the challenges we face: addressing climate change, tackling inequality, strengthening the resilience of individuals and communities, fostering more social cohesion and common purpose. This budget helps equip the Council to meet these goals and respond to the needs of the residents of Oxfordshire.

Cabinet Member: Cllr Calum Miller

January 2022

Review of Charges 2022/23
Adult Services

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Daytime Support	1:1 Support (3 hour session)	3 hour Session	65.00	66.30	2%	01/04/2022	Discretionary	NB	
	1:2 Active Support (3 hour session)	3 hour Session	31.00	31.62	2%	01/04/2022	Discretionary	NB	
	1:6 Respite & prevention (3 hour session)	3 hour Session	21.00	21.42	2%	01/04/2022	Discretionary	NB	
	2:1 Support (3 hour session)	3 hour Session	116.00	118.00	2%	01/04/2022	Discretionary	NB	
	Hire of Room (no equipment provided)	per hour	20.50	20.91	2%	01/04/2022	Discretionary	ZR	
	Hire of Sensory Room	per hour	3.45	3.52	2%	01/04/2022	Discretionary	NB or SR	
	Hourly cost of attendance outside of core hours	per hour	24.00	25.50	6%	01/04/2022	Discretionary	NB	
	Lunchtime meal	per meal	2.35	2.40	2%	01/04/2022	Discretionary	SR	
	Music, Art and Boom Groups	per session	6.00	6.10	2%	01/04/2022	Discretionary	NB or SR	
	Service User Transport (single or return journey) where this is part of assessed need	Single or Return Journey	20.00	25.00	25%	01/04/2022	Discretionary	NB	
	SMILE	per session	6.00	6.10	2%	01/04/2022	Discretionary	NB or SR	
Money Management	Court of Protection income	Annual Management Fee Yr 1	775.00	775.00	0%	01/04/2022	Statutory	NB	The MoJ decide when the uprating takes place and the new rates. This then has to be agreed via the Lord Chancellor so requires parliamentary time. No scheduled increase has yet been announced. This has again been taken up by APAD as there hasn't been an increase since 2017, the court fees that the MOJ charge have been adjusted this year so it's likely an increase may be agreed but it won't be agreed by April 2022. Any increase will be made from the date of the Practice Direction and not the start of the financial year.
		Category 3 Property Management	300.00	300.00	0%	01/04/2022	Statutory	NB	As above
		Category 4 Annual report	216.00	216.00	0%	01/04/2022	Statutory	NB	As above
		Deputy for Health & Welfare	555.00	555.00	0%	01/04/2022	Statutory	NB	As above
		Preparation of basic HMRC income tax return	70.00	70.00	0%	01/04/2022	Statutory	NB	As above
		Preparation of complex HMRC income tax return	140.00	140.00	0%	01/04/2022	Statutory	NB	As above
		Section 12, Fixed cost direction of travel	40.00	40.00	0%	01/04/2022	Statutory	NB	As above
		Work up to court order date	745.00	745.00	0%	01/04/2022	Statutory	NB	As above
		Yr2 & subsequent yrs	650.00	650.00	0%	01/04/2022	Statutory	NB	As above
	Maximum charge per hour for work in relation to estates of deceased clients	per hour	115.00	115.00	0%	01/04/2022	Discretionary	SR	Work carried out by unqualified legal staff, so the charge is aimed to be linked to the legal apprentice charge which is proposed to remain at £85, so no increase advised.

Adult Services

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Urgent Response and Telecare Service: telecare equipment and monitoring form a call centre.	URTS service - telecare level 1	Weekly	5.00	5.00	0%	01/04/2022	Discretionary	ZR or SR	
	URTS service - telecare level 2	Weekly	10.00	10.00	0%	01/04/2022	Discretionary	ZR or SR	
Arrangement fees	Annual charge for arranging homecare support for people who fund their own care	Annual	148.00	151.00	2%	01/04/2022	Discretionary	SR	
	Weekly charge for arranging home care support for people who fund their own care.	Weekly	4.22	4.30	2%	01/04/2022	Discretionary	SR	

Other Adult Social Care Services are governed by the Care and Support Statutory Guidance issued under the Care Act 2014 and the Council's Adult Social Care Contributions Policy which is available on the Council's website through the link below:

[Adult social care services we charge for | Oxfordshire County Council](#)

Review of Charges 2022/23
Children's Services

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class
Corporate Parenting - ATTACH	Additional Hours	per hour	65.00	Deleted	n/a		Discretionary	SR
	Assessment	Per Assessment	640.00	900.00	41%	01/04/2022	Discretionary	SR
	Foundations for Attachment Group	Per Intervention	820.00	1,000.00	22%	01/04/2022	Discretionary	SR
	Non-Violent Resistance Group	Per Intervention	1,020.00	1,500.00	47%	01/04/2022	Discretionary	SR
	Nurturing Attachments Group	Per Intervention	1,275.00	1,750.00	37%	01/04/2022	Discretionary	SR
	Stories for Attachment Group	Per Intervention	550.00	700.00	27%	01/04/2022	Discretionary	SR
	Telephone Appointment	Per Half Hour	62.00	75.00	21%	01/04/2022	Discretionary	SR
	Therapy	per hour	128.00	150.00	17%	01/04/2022	Discretionary	SR
	VIG	Per Intervention	1,275.00	1,500.00	18%	01/04/2022	Discretionary	SR
	Compassion focused therapy group	Per Intervention	1,100.00	1,500.00	36%	01/04/2022	Discretionary	SR
	Additional Hours	per hour	244.58	150.00	-39%	01/04/2022	Discretionary	SR
	Assessment	Per Assessment	222.56	Deleted	n/a	01/04/2022	Discretionary	SR
Corporate Parenting - Riverside Centre	Climbing wall (tower) hire for one day within Oxfordshire	Per Day	800.00	800.00	0%	01/04/2022	Discretionary	SR
	First Staff member per half day (up to 3.5 hours).	Half day	230.00	230.00	0%	01/04/2022	Discretionary	SR
	First Staff member per whole day (3.5hrs- 7hrs)	Full day	300.00	300.00	0%	01/04/2022	Discretionary	SR
	Hire of Premises (cost of the building per day)	Per Day	100.00	100.00	0%	01/04/2022	Discretionary	SR
	Minibus hire to OCC approved groups	Per Day	90.00	90.00	0%	01/04/2022	Discretionary	SR
	Minibus per mile after first 100 miles per day	Per mile	0.30	0.30	0%	01/04/2022	Discretionary	SR
	Recharge rate for SEND & Meadowbrook Schools	per hour	27.50	27.50	0%	01/04/2022	Discretionary	SR
	Second staff member per half day	Half day	170.00	170.00	0%	01/04/2022	Discretionary	SR
	Second Staff member per whole day	Full day	240.00	240.00	0%	01/04/2022	Discretionary	SR

Children's Services

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class
Home to School Transport	Contributions To School Transport (Per annum)	Over 3 Miles Pre and Post-16 Students	719.00	733.00	2%	01/09/2022	Discretionary	ZR
		Under 3 Miles Pre and Post-16 Students	386.00	394.00	2%	01/09/2022	Discretionary	ZR
Education Staff	Charging for work of officers in Education service to other organisations	Group Manager		717.00	NEW	01/04/2022	Discretionary	SR
		Team Leader		645.00	NEW	01/04/2022	Discretionary	SR
		Principal Officer		527.00	NEW	01/04/2022	Discretionary	SR
		Officer		409.00	NEW	01/04/2022	Discretionary	SR
		Assistant		326.00	NEW	01/04/2022	Discretionary	SR
		Large meeting (up to 5 Officers in attendance)		1,440.00	NEW	01/04/2022	Discretionary	SR
		Small meeting (2-3 Officers in attendance)		720.00	NEW	01/04/2022	Discretionary	SR

Review of Charges 2022/23
Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Commons Registration Authority Charges	Common searches	Per additional land parcel	1.32	1.35	2%	01/04/2022	Discretionary	NB	
	Common searches (new Con290 form due 14/15 or after)	Initial Search	43.00	44.00	2%	01/04/2022	Discretionary	NB	
	Corrective applications additional inquiry stage para 6	Per application	3,500.00	3,600.00	3%	01/04/2022	Discretionary	NB	
	Corrective applications additional inquiry stage para 7	Per application	2,900.00	2,960.00	2%	01/04/2022	Discretionary	NB	
	Corrective applications additional inquiry stage para 8	Per application	3,400.00	3,470.00	2%	01/04/2022	Discretionary	NB	
	Corrective applications additional inquiry stage para 9	Per application	3,500.00	3,570.00	2%	01/04/2022	Discretionary	NB	
	Corrective applications under Commons Act 2006 Schedule 2 (standard, no inquiry)	Per application	1,110.00	1,150.00	4%	01/04/2022	Discretionary	NB	
	Supply of Highway (rights of way) related information	Written response to extensive enquiry	72.00	75.00	4%	01/04/2022	Discretionary	SR	
	Supply of Highway (rights of way) related information	Written response to standard enquiry	52.00	55.00	6%	01/04/2022	Discretionary	SR	
	Landowner Deposits: Highways Act 1980 section 31(6)	Receipt and processing of deposited map and statement OR declaration for a single parcel (of any size)		290.00	NEW	01/04/2022	Discretionary	EX	
	Landowner Deposits: Highways Act 1980 section 31(6)	Additional fee for each additional unconnected land parcel		20.00	NEW	01/04/2022	Discretionary	EX	
	Landowner Deposits: Highways Act 1980 section 31(6)	Receipt and processing of declaration that follows an initial deposited map and statement if made within 60 days of the Council's acceptance of initial deposit.		50.00	NEW	01/04/2022	Discretionary	EX	
	Landowner Deposits: Commons Act 2006 s15(a)(1) Landowner Statement (or combined s31(6) and s15(a)(i) deposit)	Receipt and processing of deposited map and statement OR declaration for a single parcel (of any size)		350.00	NEW	01/04/2022	Discretionary	EX	

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Landowner Deposits: Commons Act 2006 s15(a)(1) Landowner Statement (or combined s31(6) and s15(a)(i) deposit)	Additional fee for each additional unconnected land parcel		25.00	NEW	01/04/2022	Discretionary	EX	
	Landowner statements and declarations (public rights of way)	Additional parcels beyond 7	80.00	Replaced and deleted	n/a		Discretionary	EX	
	Landowner statements and declarations (public rights of way)	Fee per application (3-4 land parcels)	325.00	Replaced and deleted	n/a		Discretionary	EX	
	Landowner statements and declarations (public rights of way)	Fee per application (5-7 land parcels)	370.00	Replaced and deleted	n/a		Discretionary	EX	
	Landowner statements and declarations (public rights of way)	Standard fee per application (incl up to 2 land parcels)	300.00	Replaced and deleted	n/a		Discretionary	EX	
Definitive Map and Commons	As made, the Local Authorities (Recovery of Costs for Public Path Orders) Regulations 1993 http://modgov.sefton.gov.uk/moderngov/Data/Cabinet%20Member%20-%20Technical%20Services%20(meeting)/20051109/Agenda/Item%2005.pdf Recovery of costs under DoE Circular 11/1996	Orders confirmed unopposed	3,600.00	3,700.00	3%	01/04/2022	Statutory	NB	
		Orders confirmed - objections withdrawn OR Orders opposed - not proceeded with	4,100.00	4,200.00	2%	01/04/2022	Statutory	NB	
		Orders opposed - submitted to SoS	5,225.00	5,330.00	2%	01/04/2022	Statutory	NB	
	Merged with record above as they are now the same work. [As made, the Local Authorities (Recovery of Costs for Public Path Orders) Regulations 1993]	Orders opposed - not proceeded with	4325	Deleted			Statutory	NB	
Excess Charges/ Penalty Notices/ Enforcement	Bus Lane Camera Enforcement	Fines paid after 14 & up to 28 days	60.00	60.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Fines paid within 14 days	30.00	30.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
	Penalty Charge Notices - higher contraventions	Fines paid after 14 & up to 28 days	70.00	70.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Fines paid within 14 days	35.00	35.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
	Penalty Charge Notices - lower contraventions	Fines paid after 14 & up to 28 days	50.00	50.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Fines paid within 14 days	25.00	25.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Highways	Agreement for temporary traffic counter on highway		36.00	38.00	6%	01/04/2022	Discretionary	NB	
	Approving traffic Management plans and signage schedules	per hour	60.00	65.00	8%	01/04/2022	Discretionary	NB	
	Private access protection road markings	Per application	150.00	153.00	2%	01/04/2021	Discretionary	NB	
	Directional Signage - New Developments	Agreement and authorisation/approval of sites and signs (per hour)	65.00	66.00	2%	01/04/2022	Discretionary	SR	
		Design Services (per hour)	65.00	66.00	2%	01/04/2022	Discretionary	SR	
		Installation Supervision (per hour)	65.00	66.00	2%	01/04/2022	Discretionary	SR	
	Charge to public utilities for outstaying prescribed and/or reasonable periods for their works in the highway.	Fixed under NRSWA.	Various as per scale of charges	Various as per scale of charges	n/a	01/04/2022	Statutory	NB	
	Commuted fee for licence of private apparatus in the highway, including the admin cost of maintaining the licence record (S50)		£1,070 inspection fee (including the first 200m and then £172 for every 200m or part thereof.	£1095 inspection fee (including the first 200m) and then £176 for every additional 200m of part thereof.	n/a	01/04/2022	Statutory	NB	
	Fixed Penalty Notice income from statutory undertakers for non-compliance with Sections 54, 55, 57, 70, 74 of the New Roads and Street Works Act (NRSWA)	Per Notice	120.00	120.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Discounted Rate	80.00	80.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
	Hoarding Consents	Initial Licence - one month occupation	141.00	180.00	28%	01/04/2022	Discretionary	NB	
		Renewal - one month occupation	141.00	180.00	28%	01/04/2022	Discretionary	NB	
		Retrospective Licence	£230 + hourly enforcement rate	235.00	n/a	01/04/2022	Discretionary	NB	
	Oversailing Consents - structures oversailing the highway	Licence	365.00	375.00	3%	01/04/2022	Discretionary	NB	
		Retrospective Licence	£573 + hourly enforcement rate	585.00	n/a	01/04/2022	Discretionary	NB	
	Providing Pre contract information on CTMP and general requirements	per hour	60.00	Replaced and deleted	n/a		Discretionary	NB	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Reinstatement of Trenches - Site Supervision by Highways Inspectors (Fixed charge under NRSWA)	Standard Charge for Defect Inspections set by Statutory Regulation.	50.00	50.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Standard Charge for Sample Inspections set by Statutory Regulation.	50.00	50.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
	Vehicle Crossings	Residential Non-classified Roads	164.00	205.00	25%	01/04/2022	Discretionary	NB	
		Residential Classified Roads	275.00	320.00	16%	01/04/2022	Discretionary	NB	
		Multiple access and commercial use Non-classified Roads	515.00	565.00	10%	01/04/2022	Discretionary	NB	
		Multiple access and commercial use Classified Roads	680.00	730.00	7%	01/04/2022	Discretionary	NB	
		Temporary vehicle crossing to allow access to a new development in advance of formal S278 sign off	950.00	1,010.00	6%	01/04/2022	Discretionary	NB	
		Enforcement for non-compliance with vehicle crossing (non-applications, not to specification).	At Cost	At Cost	n/a	At Cost	Discretionary	NB	
	Design Work on Street Lighting for New Developments	1 - 5 Columns (Minimum Charge)	840.00	856.00	2%	01/04/2022	Discretionary	SR	
		6 - 15 Columns (Minimum Charge)	1,175.00	1,198.00	2%	01/04/2022	Discretionary	SR	
		16 - 25 Columns (Minimum Charge)	1,475.00	1,504.00	2%	01/04/2022	Discretionary	SR	
		26 - 50 Columns (Minimum Charge)	1,765.00	1,800.00	2%	01/04/2022	Discretionary	SR	
		Over 50 Columns (Minimum Charge)	2,350.00	2,397.00	2%	01/04/2022	Discretionary	SR	
	Re-submission of Design Work on Street Lighting	1 - 25 columns	630.00	642.00	2%	01/04/2022	Discretionary	SR	
		Above 25 columns	840.00	856.00	2%	01/04/2022	Discretionary	SR	
	Filming Policy - On or in the vicinity of the Highway - Application Fee for permission to film	Advertising, maintenance of notices and exceptional staff time	Charge per hour at cost	Charge per hour at cost	n/a	01/04/2022	Discretionary	SR	
		Small - 1 - 10 crew	£77 to £306 depending on the number of days filming and complexity of the project.	£80 to £320 depending on the number of days and complexity of the project.	n/a	01/04/2022	Discretionary	SR	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Medium - 11 - 29 crew	£306 to £1,244 depending on the number of days filming and complexity of project.	£320 TO £1270 depending on the number of days and complexity of the project.	n/a	01/04/2022	Discretionary	SR	
		Large - 20 - 40 crew	£510 - £2,040 depending on the number of days filming and complexity of project.	£525 TO £2080 depending on the number of days and complexity of the project.	n/a	01/04/2022	Discretionary	SR	
		Large Plus - 41+ crew	£2,040 minimum fee (fees above this level are subject to negotiation)	£2,080 minimum fee (fees above this level are subject to negotiation)	n/a	01/04/2022	Discretionary	SR	
	Oxfordshire Permit Scheme - Permit Fees	Permit fee for working on the highway network.	Various as per scale of charges	Various as per scale of charges	n/a	01/04/2022	Discretionary	NB	
	Application fee for S278 works (non statutory works promoters) to book space on the highway.	Per application - Works involving excavation £245	245.00	250.00	2%	01/04/2022	Discretionary	NB	
		Retrospective Permit	320.00	330.00	3%	01/04/2022	Discretionary	NB	
	Experimental Traffic Regulation Order	Standard Experimental Traffic Regulation Order	3,255.00	3,320.00	2%	01/04/2022	Discretionary	NB	
	Temporary Traffic Regulation Orders (Please note no refunds are available for cancelled TTROs)	Routine Temporary TRO	2,080.00	2,130.00	2%	01/04/2022	Discretionary	NB	
		Emergency Notice	885.00	910.00	3%	01/04/2022	Discretionary	NB	
		Special Events - basic order	2,080.00	2,130.00	2%	01/04/2022	Discretionary	NB	
		Advertising, maintenance of notices and exceptional staff time.	At cost	At cost	n/a	At Cost	Discretionary	NB	
	Traffic Regulation Orders	Standard Traffic Regulation Order	3,255.00	3,320.00	2%	01/04/2022	Discretionary	NB	
		Other consultation not requiring placing of a newspaper notice	1,675.00	1,708.00	2%	01/04/2022	Discretionary	NB	
		Other Consultation Requiring placing of a single newspaper notice and no input from legal team - includes pedestrian crossings; traffic calming schemes and incorporating road humps	1,880.00	1,917.00	2%	01/04/2022	Discretionary	NB	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Parking permit exclusions requiring Traffic Regulation Order amendment arising from planning permission for a new development	2,300.00	2,346.00	2%	01/04/2022	Discretionary	NB	
		Advertising, maintenance of notices and exceptional staff time	At cost	At cost	n/a	At Cost	Discretionary	NB	
	Cranes	Licence	420.00	470.00	12%	01/04/2022	Discretionary	NB	
		Retrospective Licence	£572 + hourly enforcement rate	585.00	n/a	01/04/2022	Discretionary	NB	
	Scaffolding Licences	Initial Licence - one month occupation	150.00	190.00	27%	01/04/2022	Discretionary	NB	
		Renewal - one month occupation	150.00	190.00	27%	01/04/2022	Discretionary	NB	
	Scaffolding Licences	Retrospective Licence	£250 + at cost staff time	300.00	n/a	01/04/2022	Discretionary	NB	
	Tower Scaffolding Licences/Cherry Picker / Small Lift	Initial Licence 2 days occupation	116.00	155.00	34%	01/04/2022	Discretionary	NB	
		Renewal - 2 days occupation	116.00	155.00	34%	01/04/2022	Discretionary	NB	
		Retrospective Licence	£250 + at cost staff time	300.00	n/a	01/04/2022	Discretionary	NB	
	Highway Material Storage Licence	Enforcement for non-compliance / No consent for all licence fees that do not have existing prescribed enforcement fees. Change fee to "At cost"	At Cost	At Cost	n/a	At Cost	Discretionary	NB	
		Licence	100.00	140.00	40%	01/04/2022	Discretionary	NB	
		Retrospective Licence	£150 + enforcement costs	190.00	n/a	01/04/2022	Discretionary	NB	
	Skip Licence	Late renewal (more than 5 working days to be classed as new application)	75.00	115.00	53%	01/04/2022	Discretionary	NB	
		Licence	100.00	140.00	40%	01/04/2022	Discretionary	NB	
		Licence Renewal	100.00	140.00	40%	01/04/2022	Discretionary	NB	
		One day Licence	69.00	100.00	45%	01/04/2022	Discretionary	NB	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Retrospective Licence	£160 + hourly er	200.00	n/a	01/04/2022	Discretionary	NB	
	Removal of unauthorised signs	Signs over 0.5 sq. metre in area	280.00	285.00	2%	01/04/2022	Discretionary	NB	
		Signs under 0.5 sq. metre in area	210.00	215.00	2%	01/04/2022	Discretionary	NB	
	Tourism Signs	Assessing application and detailed site assessment	320.00	326.00	2%	01/04/2022	Discretionary	NB	
		Design, manufacture & erection	Cost +20%	Cost +20%	n/a	At Cost	Discretionary	SR	
		Maintenance & removal	2/3 x (b) above	2/3 x (b) above	n/a	At Cost	Discretionary	SR	
	Provision of CCTV coverage for legal/judicial proceedings (excluding requests in relation to the prevention or prosecution of crime)	Per request	60.00	70.00	17%	01/04/2022	Discretionary	EX	
	Supply of Automatic Traffic Count (ATC) Data to commercial organisations	Data from first ATC/year in request (this can contain between 1 and 52 weeks worth of flow data)	160.00	164.00	3%	01/04/2022	Discretionary	SR	
		Data from additional years (per year)	33.00	34.00	3%	01/04/2022	Discretionary	SR	
		Data from additional ATC in same request (first year)	88.00	90.00	2%	01/04/2022	Discretionary	SR	
		Collating Data from Multiple sites	57.00	59.00	4%	01/04/2022	Discretionary	SR	
	Supply of Conveyancing 29 Highway Search Information		9,180.00	9,364.00	2%	01/04/2022	Discretionary	NB	
	Supply of Highway related information, including Personal Search Fees	Con29 property search	64.00	66.00	3%	01/04/2022	Discretionary	SR	
		Extensive highway boundary extent	155.00	160.00	3%	01/04/2022	Discretionary	SR	
		Highway extent	64.00	66.00	3%	01/04/2022	Discretionary	SR	
		Highway extent per additional question	15.00	16.00	7%	01/04/2022	Discretionary	SR	
		Highway Extent research/survey	640.00	660.00	3%	01/04/2022	Discretionary	SR	

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Supply of Manual Traffic Survey Data (when a commercial request to purchase historical survey data is received)	Large Survey (e.g. OD survey, turning count with queues etc)	670.00	684.00	2%	01/04/2022	Discretionary	SR	
		Medium Survey (e.g. turning count)	444.00	453.00	2%	01/04/2022	Discretionary	SR	
		Small Survey (e.g. link count)	282.00	288.00	2%	01/04/2022	Discretionary	SR	
	Supply of traffic accident data (planning matter or other professional purpose)	first location / date range	164.00	168.00	2%	01/04/2022	Discretionary	SR	
		search of records to establish if there is any relevant data	47.00	49.00	4%	01/04/2022	Discretionary	SR	
		second and each subsequent location / date range	94.00	96.00	2%	01/04/2022	Discretionary	SR	
	Section 50 works - EV charging gullies licence to install.	Per licence (Price to be confirmed)		300.00	NEW	01/04/2022	Discretionary	EX	
	Egully licence for the installation of a cross channel gully in the footway.	Per licence		300.00	NEW	01/04/2022	Discretionary	EX	
	Monthly/Annual user subscription for training cables into Egullies. Monthly £10 per month and annual charge of £100 (provisional and needs to be confirmed).	per gully		100.00	NEW	01/04/2022	Discretionary	EX	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Pre-Permit advice and support (Oxfordshire Permit Scheme) to developers and other non-utility third parties for development and traffic management purposes	Scheme duration up to 1 year		1,000.00	NEW	01/04/2022	Discretionary	EX	
		Scheme duration 12 months to 24 months		3,000.00	NEW	01/04/2022	Discretionary	EX	
		Scheme duration beyond 24 months		5,000.00	NEW	01/04/2022	Discretionary	EX	
	Supply of Manual Traffic Survey Data (when a commercial request to purchase historical survey data is received)	Collating Multiple Sets of Data		59.00	NEW	01/04/2022	Discretionary	EX	
	Service Charge to Arrange Survey Through 3rd Party Survey Companies	Single Survey		60.00	NEW	01/04/2022	Discretionary	EX	
		Single Survey		60.00	NEW	01/04/2022	Discretionary	EX	
	Providing Pre contract information on CTMP and general requirements	per hour	60.00	Replaced and deleted	n/a		Discretionary	NB	
On-Street Parking - Pay and Display	Abingdon 8am-6pm (excl. Sundays, B Hols.) 1984 Act	1 hour	0.80	1.00	25%	01/04/2022	Discretionary	NB	
		2 hours (the maximum)	1.20	1.40	17%	01/04/2022	Discretionary	NB	
		Visitor permit (24 hours)	1.20	1.40	17%	01/04/2022	Discretionary	NB	
	Henley 8am-6pm (excl. Sundays, B Hols.)	1 hour	0.80	1.00	25%	01/04/2022	Discretionary	NB	
		2 hours (the maximum)	1.20	1.40	17%	01/04/2022	Discretionary	NB	
		Visitors permit (24 hours)	1.20	1.40	17%	01/04/2022	Discretionary	NB	
	Oxford City Centre - Central Area	1 hour	5.70	6.00	5%	01/04/2022	Discretionary	NB	
		2 hours	8.90	12.00	35%	01/04/2022	Discretionary	NB	
		Saturday 1 hour	5.70	6.00	5%	01/04/2022	Discretionary	NB	
		Saturday 2 hours	8.90	12.00	35%	01/04/2022	Discretionary	NB	
		Saturday evenings	5.70	6.00	5%	01/04/2022	Discretionary	NB	
		Sunday - Friday evenings	5.70	6.00	5%	01/04/2022	Discretionary	NB	
		1 hour	3.90	6.00	54%	01/04/2022	Discretionary	NB	
		3 hours	5.00	18.00	260%	01/04/2022	Discretionary	NB	
		Evenings/Sundays	3.90	6.00	54%	01/04/2022	Discretionary	NB	
	Vehicle Removal Charge		105.00	120.00	14%	01/04/2022	Discretionary	NB	
	Wallingford 8am-6pm (excl. Sundays, Bank holidays)	1.5 hours (the maximum)	0.50	0.60	20%	01/04/2022	Discretionary	NB	
	Parking bay suspension (non Pay and Display) - charge for the suspension of a parking bay	Cost is per bay for the first day and £10 per bay for each consecutive day	30.00	30.00	0%	01/04/2022	Discretionary	EX	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Suspension of Parking Bay - Pay and Display	per bay charged at £30 for first day and £10 for each subsequent day + loss of income for each bay determined by income level for the previous 12 months.	30.00	30.00	0%	01/04/2022	Discretionary	EX	
	Design and implmentation of new Controlled Parking Zones (including TRO) and amendments to existing TRO's to support new parking schemes in Oxfordshire.	10% of basic costs (excluding TRO costs).		10% of basic costs (excluding TRO costs).	NEW	01/11/2021	Discretionary	EX	
	Abingdon - Excess Charge Notices	Excess Charge fees for contravention of parking regulations	£60 discounted to £30	Deleted	n/a		Discretionary		
	Henley - Excess Charge Notices	Excess Charge fees for contravention of parking regulations	£60 discounted to £30	Deleted	n/a		Discretionary	NB	
	Wallingford - Excess Charge Notices	Excess Charge fees for contravention of parking regulations	£60 discounted to £30	Deleted	n/a		Discretionary	NB	
Park and Ride	Park and Ride Car Park charges - Thornhill & Water Eaton only	Up to 1 hr	free	free	n/a	01/04/2022	Discretionary	NB	
		1-11 hrs	2.00	2.00	0%	01/04/2022	Discretionary	NB	
		11-24 hrs	4.00	4.00	0%	01/04/2022	Discretionary	NB	
		24-48 hrs	8.00	8.00	0%	01/04/2022	Discretionary	NB	
		48-72 hrs	12.00	12.00	0%	01/04/2022	Discretionary	NB	
		Annual Season ticket	300.00	300.00	0%	01/04/2022	Discretionary	NB	
		Excess Notices - Fines paid after 14 & up to 28 days	100.00	100.00	0%	01/04/2022	Discretionary	NB	
		Excess Notices - Fines paid within 14 days	50.00	50.00	0%	01/04/2022	Discretionary	NB	
		Monthly Season ticket	30.00	30.00	0%	01/04/2022	Discretionary	NB	
		Quarterly Season Ticket	85.00	85.00	0%	01/04/2022	Discretionary	NB	
Parking Permits	Abingdon Residents Parking (per annum)	Parking permit	120.00	120.00	0%	01/04/2022	Discretionary	NB	
		Visitors permits - First 25	free	free	n/a	01/04/2022	Discretionary	NB	
		Visitors permits - 2nd 25 (total cost)	25.00	25.00	0%	01/04/2022	Discretionary	NB	
	Henley Residents Parking (per annum)	Parking permit	100.00	100.00	0%	01/04/2022	Discretionary	NB	
		Visitors permits - First 25	free	free	n/a	01/04/2022	Discretionary	NB	
		Visitors permits - 2nd 25 (total cost)	25.00	25.00	0%	01/04/2022	Discretionary	NB	
	Oxford (per annum)	Business Permits - 3 months	40.00	40.00	0%	01/04/2022	Discretionary	NB	
		Business Permits - 6 months	75.00	75.00	0%	01/04/2022	Discretionary	NB	
		Business Permits - 9 months	115.00	115.00	0%	01/04/2022	Discretionary	NB	

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Business permits - Annual	150.00	150.00	0%	01/04/2022	Discretionary	NB	
		Business Permits - Change of Vehicle	15.00	20.00	33%	01/04/2022	Discretionary	NB	
		Oxford residents (excl. Kassam stadium) 1st & 2nd Car	65.00	65.00	0%	01/04/2022	Discretionary	NB	
		Oxford residents (excl. Kassam stadium) 3rd Car	130.00	130.00	0%	01/04/2022	Discretionary	NB	
		Oxford residents (excl. Kassam stadium) 4th Car	200.00	200.00	0%	01/04/2022	Discretionary	NB	
		Oxford residents (Kassam stadium area)	16.00	16.00	0%	01/04/2022	Discretionary	NB	
		Traders permits per week	25.00	25.00	0%	01/04/2022	Discretionary	NB	
		Visitors permits - First 25	free	free	n/a	01/04/2022	Discretionary	NB	
		Visitors permits - 2nd 25 (total cost)	25.00	25.00	0%	01/04/2022	Discretionary	NB	
Supported Transport	Comet Bus - Transport from your door to destination - for anyone without access to suitable public transport	Exclusive use - Five mile journey	8.50	8.50	0%	01/04/2022	Discretionary	NB	
	Comet Bus - Transport from your door to destination - for anyone without access to suitable public transport	Organisations/groups - Per hour	25.00	25.00	0%	01/04/2022	Discretionary	NB	
	Comet Bus - Transport from your door to destination - for anyone without access to suitable public transport	Shared travel - Five mile journey	4.00	4.00	0%	01/04/2022	Discretionary	NB	
	Home to School Transport - DBS Vetting and Safeguard Training	Per application	119.00	119.00	0%	01/04/2022	Discretionary	NB	
	Home to School Transport - Missed DBS Appointments	Per Missed Appointment	25.00	25.00	0%	01/04/2022	Discretionary	NB	
Waste Management	Chargeable waste scheme at Household Waste Recycling Centres	Disposal of Large Scale DIY Waste	1.50	1.50	0%	01/04/2022	Discretionary	SR	
		Plaster/plasterboard per bag	2.50	2.50	0%	01/04/2022	Discretionary	SR	

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Plasterboard sheet up to 2m x 1m	10.00	10.00	0%	01/04/2022	Discretionary	SR	
		Standard motorcycle and car tyres	5.00	5.00	0%	01/04/2022	Discretionary	SR	
Pre-Application Charges for Highways Advice	Local Lead Flood Authority PRE-APP <10 dwellings	Additional Written Response	340.00	345.00	1%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP <10 dwellings	Meeting/Site Visit + Additional Written Response	690.00	705.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 10-24 Dwellings	Additional Written Response	340.00	345.00	1%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 10-24 Dwellings	Meeting/Site Visit + Additional Written Response	690.00	705.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 25-49 Dwellings	Additional Written Response	340.00	345.00	1%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 25-49 Dwellings	Meeting/Site Visit + Additional Written Response	690.00	705.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 50-99 Dwellings	Additional Written Response	690.00	705.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 50-99 Dwellings	Meeting/Site Visit + Additional Written Response	1,030.00	1,050.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 100-199 Dwellings	Additional Written Response	690.00	705.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 100-199 Dwellings	Meeting/Site Visit Additional Written Response	1,030.00	1,050.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 200-399 Dwellings or 1,000m2-4,999m2 B1-B8 (Business) or 1,000-3,499m2 A1 (Retail) Use	Additional Written Response	1,030.00	1,050.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 200-399 Dwellings or 1,000m2-4,999m2 B1-B8 (Business) or 1,000-3,499m2 A1 (Retail) Use	Meeting/Site Visit Additional Written Response	1,580.00	1,610.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 400 or more Dwellings or 5,000m2 or more B1-B8 (Business) or 3,500m2 or more A1 (Retail) Use	Additional Written Response	1,440.00	1,470.00	2%	01/04/2022	Discretionary	SR	
	Local Lead Flood Authority PRE-APP 400 or more Dwellings or 5,000m2 or more B1-B8 (Business) or 3,500m2 or more A1 (Retail) Use	Meeting/Site Visit + Additional Written Response	2,130.00	2,175.00	2%	01/04/2022	Discretionary	SR	
	Provision of Pre-Submission advice service to Section 38 and 278 agreements.	Each written response following up additional meeting/site visit	250.00	255.00	2%	01/04/2022	Discretionary	SR	

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Provision of Pre-Submission advice service to Section 38 and 278 agreements.	Follow up 1 hour meeting	250.00	255.00	2%	01/04/2022	Discretionary	SR	
	Provision of Pre-Submission advice service to Section 38 and 278 agreements.	Follow up site meeting	500.00	510.00	2%	01/04/2022	Discretionary	SR	
	Provision of Pre-Submission advice service to Section 38 and 278 agreements.	Development proposal up to highway scheme value up to £500k 2 hour Meeting/scheme review/short report	3,500.00	3,570.00	2%	01/04/2022	Discretionary	SR	
	Provision of Pre-Submission advice service to Section 38 and 278 agreements.	Development proposal up to highway scheme value greater than £500k 2 hour Meeting/scheme review/short report	5,000.00	5,100.00	2%	01/04/2022	Discretionary	SR	
	To recover costs associated with providing additional meetings/site visits/written reports over and above standard Pre-application charges for Highway Advice.	Follow up meeting	250.00	255.00	2%	01/04/2022	Discretionary	SR	
	To recover costs associated with providing additional meetings/site visits/written reports over and above standard Pre-application charges for Highway Advice.	Follow up site meeting	500.00	510.00	2%	01/04/2022	Discretionary	SR	
	To recover costs associated with providing additional meetings/site visits/written reports over and above standard Pre-application charges for Highway Advice.	Written response additional to follow up meeting/site meeting	250.00	255.00	2%	01/04/2022	Discretionary	SR	
	< 10 dwellings	Meeting/Site Visit + Additional Written Response	310.00	320.00	3%	01/04/2022	Discretionary	SR	
	10-24 Dwellings:	Additional Written Response	370.00	380.00	3%	01/04/2022	Discretionary	SR	
	10-24 Dwellings:	Meeting/Site Visit + Additional Written Response	600.00	610.00	2%	01/04/2022	Discretionary	SR	
	25-49 Dwellings	Additional Written Response	615.00	630.00	2%	01/04/2022	Discretionary	SR	
	25-49 Dwellings	Meeting/Site Visit + Additional Written Response	920.00	940.00	2%	01/04/2022	Discretionary	SR	
	50-99 Dwellings	Additional Written Response	1,225.00	1,250.00	2%	01/04/2022	Discretionary	SR	
	50-99 Dwellings	Meeting/Site Visit + Additional Written Response	1,840.00	1,880.00	2%	01/04/2022	Discretionary	SR	
	100-199 Dwellings	Additional Written Response	2,145.00	2,190.00	2%	01/04/2022	Discretionary	SR	
	100-199 Dwellings	Meeting/Site Visit + Additional Written Response	2,755.00	2,810.00	2%	01/04/2022	Discretionary	SR	

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	200-399 Dwellings or 1,000m2-4,999m2 B1-B8 (Business) or 1,000-3,499m2 A1 (Retail) Use	Additional Written Response	3,060.00	3,120.00	2%	01/04/2022	Discretionary	SR	
	200-399 Dwellings or 1,000m2-4,999m2 B1-B8 (Business) or 1,000-3,499m2 A1 (Retail) Use	Meeting/Site Visit + Additional Written Response	3,680.00	3,750.00	2%	01/04/2022	Discretionary	SR	
	400 or more Dwellings or 5,000m2 or more B1-B8 (Business) or 3,500m2 or more A1 (Retail) Use	Additional Written Response	4,290.00	4,375.00	2%	01/04/2022	Discretionary	SR	
	401 or more Dwellings or 5,000m2 or more B1-B8 (Business) or 3,500m2 or more A1 (Retail) Use	Meeting/Site Visit + Additional Written Response	5,200.00	5,305.00	2%	01/04/2022	Discretionary	SR	
	Charging for work of officers in Environment and Place for Highways Advice, other than specific highways preapplication fees	Group Manager	705.00	717.00	2%	01/04/2022	Discretionary	SR	
	Charging for work of officers in Environment and Place for Highways Advice, other than specific highways preapplication fees	Team Leader	572.00	645.00	13%	01/04/2022	Discretionary	SR	
	Charging for work of officers in Environment and Place for Highways Advice, other than specific highways preapplication fees	Principal Officer	534.00	527.00	-1%	01/04/2022	Discretionary	SR	
	Charging for work of officers in Environment and Place for Highways Advice, other than specific highways preapplication fees	Officer	426.00	409.00	-4%	01/04/2022	Discretionary	SR	
	Charging for work of officers in Environment and Place for Highways Advice, other than specific highways preapplication fees	Assistant		326.00	NEW	01/04/2022	Discretionary	SR	
	Charging for work of officers in Environment and Place for Highways Advice, other than specific highways preapplication fees	Large meeting (up to 5 Officers in attendance)		1,440.00	NEW	01/04/2022	Discretionary	SR	
	Charging for work of officers in Environment and Place for Highways Advice, other than specific highways preapplication fees	Small meeting (2-3 Officers in attendance)		720.00	NEW	01/04/2022	Discretionary	SR	
Planning Regulation	Charging administration fee for managing & monitoring S.106 agreements relating to planning permissions	Up to £10,000	120.00	125.00	4%	01/04/2022	Discretionary	NB	
		£10,001 - £25,000	300.00	310.00	3%	01/04/2022	Discretionary	NB	
		£150,001 - £500,000	4,500.00	4,600.00	2%	01/04/2022	Discretionary	NB	
		£25,001 - £50,000	600.00	615.00	3%	01/04/2022	Discretionary	NB	
		£50,001 - £150,000	1,800.00	1,850.00	3%	01/04/2022	Discretionary	NB	
		£500,001-£1,000,000	6,000.00	6,150.00	3%	01/04/2022	Discretionary	NB	

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		£1,000,001 - £2,000,000	0.6% of contribution cost	0.7%	n/a	01/04/2022	Discretionary	NB	
		Over £2,000,000 - need to increase the fees as below and also increase the percentage to the same levels as those for between £1m and £2m - 0.07% in 22/23; 0.08% in 23/24 and 0.09% in 24/25	£12,000 plus 0.06% of any contribution in excess of £2m	12,250.00	n/a	01/04/2022	Discretionary	NB	
	Charging for Monitoring of Minerals Sites	Active Sites	397.00	397.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Dormant Sites	132.00	132.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
	Cover Administration and Supervision Costs for S.38 & S.278 agreements relating to new developments	Minimum Charge	2,250.00	2,295.00	2%	01/04/2022	Discretionary	NB	
		Percentage of Capital cost	10%	10%	0%	01/04/2022	Discretionary	NB	
	Protected Species Advice - Specialist Officer	Hourly Rate	59.95	55.30	-8%	01/04/2022	Discretionary	SR	
	To contribute to cost of deciding on minerals and waste development control application & County Council's own developments.	Extended Searches	95.00	97.00	2%	01/04/2022	Discretionary	NB	
	To contribute to cost of deciding on minerals and waste development control application & County Council's own developments.	Standard Searches	56.50	58.00	3%	01/04/2022	Discretionary	NB	
	To contribute to cost of providing pre- application advice to applicants/developers - Minor Developments	Meeting at Council offices and follow-up written response	500.00	510.00	2%	01/04/2022	Discretionary	NB	
		Written response	350.00	357.00	2%	01/04/2022	Discretionary	NB	
	To contribute to cost of providing pre- application advice to applicants/developers - Minor Developments	Meeting on-site and follow-up written response	750.00	765.00	2%	01/04/2022	Discretionary	NB	
		Follow-up meeting	25.00	Discontinued	n/a		Discretionary	NB	
				255.00 NEW		01/04/2022	Discretionary	NB	
		Meeting and follow-up written response	1,000.00	1,020.00	2%	01/04/2022	Discretionary	NB	
		Written response	700.00	714.00	2%	01/04/2022	Discretionary	NB	
		Meeting on-site and follow-up written response	1,500.00	1,530.00	2%	01/04/2022	Discretionary	NB	
		Follow-up meeting	250.00	255.00	2%	01/04/2022	Discretionary	NB	
	To contribute to cost of providing the development control service	Clearance of conditions on planning permissions	116.00	116.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	To recover the actual reasonable cost of Historic Environment Record (HER) consultations	Charge for digitised HER data to commercial organisations based on approved charging policy. Minimum Charge (no maximum charge)	107.00	140.00	31%	01/04/2022	Discretionary	NB	
	To recover the actual reasonable cost of monitoring fieldwork.	Charge for monitoring of archaeological fieldwork based upon the number of visits . Minimum charge for half a day. No upper limit.	235.00	240.00	2%	01/04/2022	Discretionary	NB	
	Specialist advice from Environment and Heritage officers to third parties and projects	Group Manager	745.00	717.00	-4%	01/04/2022	Discretionary	SR	
		Team Leader		645.00	NEW	01/04/2022	Discretionary	SR	
		Principal Officer	474.00	527.00	11%	01/04/2022	Discretionary	SR	
		Officer	410.00	409.00	0%	01/04/2022	Discretionary	SR	
		Assistant		326.00	NEW	01/04/2022	Discretionary	SR	
		Large meeting (up to 5 Officers in attendance)		1,440.00	NEW	01/04/2022	Discretionary	SR	
		Small meeting (2-3 Officers in attendance)		720.00	NEW	01/04/2022	Discretionary	SR	
	Charging for work of officers in Environment and Place for bespoke Planning Performance Agreements and other bespoke agreements	Group Manager		717.00	NEW	01/04/2022	Discretionary	SR	
		Team Leader	606.00	645.00	6%	01/04/2022	Discretionary	SR	
		Principal Officer	480.00	527.00	10%	01/04/2022	Discretionary	SR	
		Officer		409.00	NEW	01/04/2022	Discretionary	SR	
		Assistant		326.00	NEW	01/04/2022	Discretionary	SR	
		Large meeting (up to 5 Officers in attendance)		1,440.00	NEW	01/04/2022	Discretionary	SR	
		Small meeting (2-3 Officers in attendance)		720.00	NEW	01/04/2022	Discretionary	SR	
	To recover the actual reasonable cost of monitoring fieldwork.		126.00	Deleted	n/a		Discretionary	NB	
	Specialist advice from Environment and Heritage officers to third parties and projects	Principal Officer Section Leader - Day Rate	530.00	Deleted	n/a		Discretionary	NB	
	To contribute to cost of providing pre-application advice to applicants/developers - Minor Developments	Specialist officers to attend meetings (per additional officers)	76.50	Deleted	n/a		Discretionary	NB	
	To contribute to cost of providing pre-application advice to applicants/developers -Major Developments	Specialist officers to attend meetings (per additional officers)	76.50	Deleted	n/a		Discretionary	NB	

Environment & Place

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Travel Plans	Charging for monitoring of Travel Plan Guidance. Overall fee for the monitoring of the travel plan for a period of 5 years post occupation	Small developments (as defined in OCC travel plan document)	1,455.00	1,484.00	2%	01/04/2022	Discretionary	SR	
		Large developments (as defined in OCC travel plan document)	2,395.00	2,443.00	2%	01/04/2022	Discretionary	SR	

Review of Charges 2022/23

Commercial Development, Assets and Investment

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Educational Appeals	Academies - Admissions - Lodged	Per hour if exceeds 25 hours	41.00	42.00	2%	01/04/2022	Discretionary	SR	
		per appeal	20.00	21.00	5%	01/04/2022	Discretionary	SR	
	Academies - Admissions - Lodged & Listed	per appeal	102.00	104.00	2%	01/04/2022	Discretionary	SR	
	Academies - Exclusions	Per exclusion up to 25 hours	1,293.00	1,319.00	2%	01/04/2022	Discretionary	SR	
	Academies -Admissions- Full Service including Clerking	For each appeal per day	199.00	203.00	2%	01/04/2022	Discretionary	SR	
Governance	Councillor Complaints - South Northants	per hour	100.00	Deleted	n/a		Discretionary	SR	
Information Management	Information advice	per hour	50.00	51.00	2%	01/04/2022	Discretionary	SR	
	Risk Assessments	Per assessment (est 10hrs)	500.00	510.00	2%	01/04/2022	Discretionary	SR	
	Information Sharing Agreement	Per assessment (est 15hrs)	750.00	765.00	2%	01/04/2022	Discretionary	SR	
Legal Services	Academies	Hour	153.00	153.00	0%		Discretionary	SR	To be reviewed through the Business Management & Monitoring Report
	Legal Hub (OUTS)	Hour	100.00	100.00	0%		Discretionary	SR	To be reviewed through the Business Management & Monitoring Report
	Legal Hub (OUTS) - apprentices	Hour	85.00	85.00	0%	01/04/2022	Discretionary	SR	
	Litigation costs	Hour	195.00	201.00	3%	01/04/2022	Discretionary	SR	
	Schools	Hour	90.00	90.00	0%		Discretionary	SR	To be reviewed through the Business Management & Monitoring Report
	Section 106 and other Charges (OUTS)	Hour	195.00	195.00	0%		Statutory & Discretionary	SR	To be reviewed through the Business Management & Monitoring Report
	Town Councils	Hour	95.00	95.00	0%		Discretionary	SR	To be reviewed through the Business Management & Monitoring Report
	West Berks/Probation, Thames, Henley TC	Hour	95.00	95.00	0%		Discretionary	SR	To be reviewed through the Business Management & Monitoring Report

Commercial Development, Assets and Investment

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Fire and Rescue Service	Fire Reports	Insurance Interviews	91.00	93.00	2%	01/04/2022	Discretionary	NB	
		Preparation of a Fire Investigation Report - full report or one involving extensive enquiries, photographs etc	440.00	449.00	2%	01/04/2022	Discretionary	NB	
		Preparation of a Fire Investigation Report - full report or one on major incidents requiring extensive protracted investigation etc	645.00	658.00	2%	01/04/2022	Discretionary	NB	
		Preparation of a Fire Investigation Report - short or extracted	330.00	337.00	2%	01/04/2022	Discretionary	NB	
		Preparation of Fire Report	free	free	n/a	01/04/2022	Discretionary	NB	
	Special Services	Aerial Ladder Platform per hour or part hour excluding petrol	269.50	274.89	2%	01/04/2022	Discretionary	SR	
		Personnel, regardless of rank, per hour or part hour.	19.55	19.94	2%	01/04/2022	Discretionary	SR	
		Vehicles/appliances exceeding 2 tons (unladen) per hour or part hour	179.00	182.58	2%	01/04/2022	Discretionary	SR	
		Vehicles/appliances NOT exceeding 2 tons (unladen) per hour or part hour	70.50	71.91	2%	01/04/2022	Discretionary	SR	
Gypsy & Traveller Service	Rent for nine additional plots at Redbridge	Weekly site rental	106.00	108.00	2%	01/04/2022	Discretionary	EX	
	Weekly rent of plot to site resident (there are 89 plots across the 6 Oxfordshire sites).	Weekly site rental	81.00	82.00	1%	01/04/2022	Discretionary	EX	
Trading Standards - Licenses	Licence to store explosives where no minimum separation distance or a 0 metres minimum separation distance is prescribed (Explosive Goods Act 1875 and 1923)	1 year	109.00	111.00	2%	01/04/2022	Statutory	NB	
		2 years	141.00	144.00	2%	01/04/2022	Statutory	NB	
		3 years	173.00	177.00	2%	01/04/2022	Statutory	NB	
		4 years	206.00	211.00	2%	01/04/2022	Statutory	NB	
		5 years	238.00	243.00	2%	01/04/2022	Statutory	NB	
	Licence to store explosives where, by virtue of regulation 27 of, and Schedule 5 to, the 2014 Regulations, a minimum separation distance of greater than 0 metres is prescribed Licence to store explosives where, by virtue of regulation 27 of, and Schedule 5 to, the 2014 Regulations, a minimum separation distance of greater than 0 metres is prescribed (Explosive Goods Act 1875 and 1923)	1 year	185.00	189.00	2%	01/04/2022	Statutory	NB	
		2 years	243.00	248.00	2%	01/04/2022	Statutory	NB	

Commercial Development, Assets and Investment

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		3 years	304.00	311.00	2%	01/04/2022	Statutory	NB	
		4 years	374.00	382.00	2%	01/04/2022	Statutory	NB	
		5 years	423.00	432.00	2%	01/04/2022	Statutory	NB	
	Renewal of licence to store explosives where a minimum separation distance of greater than 0 metres is prescribed (Explosive Goods Act 1875 and 1923)	1 year	86.00	88.00	2%	01/04/2022	Statutory	NB	
		2 years	147.00	150.00	2%	01/04/2022	Statutory	NB	
		3 years	206.00	211.00	2%	01/04/2022	Statutory	NB	
		4 years	266.00	272.00	2%	01/04/2022	Statutory	NB	
		5 years	326.00	333.00	2%	01/04/2022	Statutory	NB	
		1 year	54.00	55.00	2%	01/04/2022	Statutory	NB	
		2 years	86.00	88.00	2%	01/04/2022	Statutory	NB	
		3 years	120.00	123.00	3%	01/04/2022	Statutory	NB	
		4 years	152.00	155.00	2%	01/04/2022	Statutory	NB	
		5 years	185.00	189.00	2%	01/04/2022	Statutory	NB	
	Statutory Charge for issuing a licence to store petroleum under Dangerous Substances and Explosive Atmospherics Regulations 2002	Not exceeding 2,500 litres	44.00	45.00	2%	01/04/2022	Statutory	NB	
		Exceeding 2,500 litres but less than 50,000 litres	60.00	61.00	2%	01/04/2022	Statutory	NB	
		Over 50,000 litres	125.00	128.00	2%	01/04/2022	Statutory	NB	

Commercial Development, Assets and Investment

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Varying a licence under Explosive Goods Act 1875 and 1923	Varying name or address	36.00	37.00	3%	01/04/2022	Statutory	NB	
		Transfer of licence/registration	36.00	37.00	3%	01/04/2022	Statutory	NB	
		Replacement of licence/registration	36.00	37.00	3%	01/04/2022	Statutory	NB	
Trading Standards - Other	Achieving Best Evidence (ABE) Interview Service - Income received from other local authorities requesting this Service to carryout ABE interviews on their behalf	Time charged per hour, per officer	74.00	76.50	3%	01/04/2022	Discretionary	SR	
	Additional Business Support (per hour)		74.00	76.50	3%	01/04/2022	Discretionary	SR	
	Buy with Confidence Trader Approval scheme	First year total for 1-5 employees	450.00	450.00	0%	01/04/2022	Discretionary	SR	
		First year total for 20-49 employees	850.00	850.00	0%	01/04/2022	Discretionary	SR	
		First year total for 6-20 employees	650.00	650.00	0%	01/04/2022	Discretionary	SR	
		Renewal Fee (from 2018/19) for 1-5 employees	300.00	300.00	0%	01/04/2022	Discretionary	SR	
		Renewal Fee (from 2018/19) for 20-49 employees	600.00	600.00	0%	01/04/2022	Discretionary	SR	
		Renewal Fee (from 2018/19) for 6-20 employees	450.00	450.00	0%	01/04/2022	Discretionary	SR	
		Renewal Fee (members prior to April 2017) for 1-5 employees	180.00	220.00	22%	01/04/2022	Discretionary	SR	
		Renewal Fee (members prior to April 2017) for 20-49 employees	360.00	440.00	22%	01/04/2022	Discretionary	SR	
		Renewal Fee (members prior to April 2017) for 6-20 employees	265.00	320.00	21%	01/04/2022	Discretionary	SR	
	Carrying Agent for imported dogs, cats and other mammals: Includes local authorities within TSSE region (excl Isle of Wight), Warwickshire, Gloucestershire, Northamptonshire and Wiltshire where the pick-up and destination locations are within the areas identified above	Bank Holidays	552.00	563.00	2%	01/04/2022	Discretionary	NB	
		Monday to Friday	276.00	281.00	2%	01/04/2022	Discretionary	NB	
		Saturday and Sunday	414.00	422.00	2%	01/04/2022	Discretionary	NB	
	Hire of cattle crush (mobile unit taken to farms / sites for the safe handling of cattle when conducting welfare checks):	Oxfordshire businesses - First day	310.00	316.00	2%	01/04/2022	Discretionary	SR	
		Non-Oxfordshire businesses - Additional fee for re-location per hour	19.00	19.50	3%	01/04/2022	Discretionary	SR	
		Non-Oxfordshire businesses - First day	370.50	378.00	2%	01/04/2022	Discretionary	SR	
		Non-Oxfordshire businesses - Subsequent days	92.75	94.50	2%	01/04/2022	Discretionary	SR	

Commercial Development, Assets and Investment

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Oxfordshire businesses - Additional fee for re-location per hour	19.00	19.50	3%	01/04/2022	Discretionary	SR	
		Oxfordshire businesses - Subsequent days	94.50	96.50	2%	01/04/2022	Discretionary	SR	
	Petroleum Environmental Searches		148.00	153.00	3%	01/04/2022	Discretionary	SR	
	Petroleum Vapour Recovery Services (TBC). Income received from those local authorities where an agreement exists for the provision of vapour recovery services by the Council. Based on a percentage of the relevant permit fee	Annual Subsistence Charge - PVR Stage 1 (low risk)	63.20	63.20	0%	01/04/2022	Discretionary	NB	
		Annual Subsistence Charge - PVR Stage 1 and 2 (low risk)	90.40	90.40	0%	01/04/2022	Discretionary	NB	
		Application - PVR Stage 1	124.00	124.00	0%	01/04/2022	Discretionary	NB	
		Application - PVR Stage 1 and 2	205.60	205.60	0%	01/04/2022	Discretionary	NB	
		Transfer - Standard Process Partial Transfer	397.60	397.60	0%	01/04/2022	Discretionary	NB	
		Transfer - Standard Process Transfer	135.20	135.20	0%	01/04/2022	Discretionary	NB	
	Primary Authority agreement	10 hours support and registration fee	814.00	840.00	3%	01/04/2022	Discretionary	NB	
	Carrying out any of the following activities which produce products which are placing on the market for use in feed - processing of crude vegetable oil, oleochemical manufacturing of fatty acids, manufacturing of biodiesel, fat blending		451.00	451.00	0%	01/04/2022	Discretionary	NB	
	Manufacture, or manufacture and placing on the market of additives and/or premixtures		451.00	451.00	0%	01/04/2022	Discretionary	NB	
	Placing on the market of additives and/or premixtures		226.00	226.00	0%	01/04/2022	Discretionary	NB	

Commercial Development, Assets and Investment

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Trading Standards - Verifying weights and measures	Capacity measures	Average quantity measures	32.60	33.25	2%	01/04/2022	Discretionary	SR	
		Average quantity templates - First item	56.00	57.00	2%	01/04/2022	Discretionary	SR	
		Cubic ballast measures	200.00	204.00	2%	01/04/2022	Discretionary	SR	
		Second and subsequent items	22.10	22.50	2%	01/04/2022	Discretionary	SR	
	Length measures	1 litre or less - First item	7.45	7.60	2%	01/04/2022	Discretionary	SR	
		3 metres or less - First item	11.85	12.10	2%	01/04/2022	Discretionary	SR	
		Second and subsequent items	5.95	6.10	3%	01/04/2022	Discretionary	SR	
	Measuring instruments - Intoxicating liqueur	150ml or less - First item	19.50	19.90	2%	01/04/2022	Discretionary	SR	
		Above 150ml - First item	23.90	24.40	2%	01/04/2022	Discretionary	SR	
		Second and subsequent items	15.95	16.25	2%	01/04/2022	Discretionary	SR	
	Measuring instruments for Liquid fuel and Lubricants	Per Nozzle - First item	134.00	136.70	2%	01/04/2022	Discretionary	SR	
		Second and subsequent items on same site	83.75	85.50	2%	01/04/2022	Discretionary	SR	
		Testing of credit card acceptor (per unit, regardless of number of nozzles etc)	91.25	93.00	2%	01/04/2022	Discretionary	SR	
		Testing peripheral electronic equipment on a separate visit (per site)	91.25	93.00	2%	01/04/2022	Discretionary	SR	
	Pharmaceutical measures at manufacturers premises	6 graduations	2.55	2.60	2%	01/04/2022	Discretionary	SR	
		7 to 10 graduations	3.60	3.70	3%	01/04/2022	Discretionary	SR	
		0-50 items - 5 graduations	3.25	3.30	2%	01/04/2022	Discretionary	SR	
		100+ items - 5 graduations	2.45	2.50	2%	01/04/2022	Discretionary	SR	
		50-100 items - 5 graduations	2.60	2.65	2%	01/04/2022	Discretionary	SR	
	Surcharge for testing outside normal hours (Outside 8:30-17:00, Monday to Friday and on Saturday)	Non Trading Standards Officer, per hour	9.50	9.70	2%	01/04/2022	Discretionary	SR	
		Trading Standards Officer, per hour	14.15	14.40	2%	01/04/2022	Discretionary	SR	
	Surcharge for testing outside normal hours (Sunday and Bank Holidays)	Non Trading Standards Officer, per hour	19.00	19.40	2%	01/04/2022	Discretionary	SR	
		Trading Standards Officer, per hour	27.25	27.80	2%	01/04/2022	Discretionary	SR	
	Testing fees - weights and measures	Hourly Rate	91.20	93.00	2%	01/04/2022	Discretionary	SR	
	Weighing instruments	49Kg or less - First item	91.20	93.00	2%	01/04/2022	Discretionary	SR	
		Over 1,000kg to 10t - First item	243.75	248.75	2%	01/04/2022	Discretionary	SR	
		Over 10t to 60t - First item	405.75	413.90	2%	01/04/2022	Discretionary	SR	
		Over 50Kg to 1,000kg - First item	118.00	120.50	2%	01/04/2022	Discretionary	SR	
		Reduced fee for 3 items or more	70.90	72.30	2%	01/04/2022	Discretionary	SR	
		Reduced fee for second item	196.00	200.00	2%	01/04/2022	Discretionary	SR	

Commercial Development, Assets and Investment

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Weights	500mg - 5Kg - First item	7.45	7.60	2%	01/04/2022	Discretionary	SR	
		Below 500mg and above 5KG - First item	11.80	12.05	2%	01/04/2022	Discretionary	SR	
		Second and subsequent items	6.15	6.25	2%	01/04/2022	Discretionary	SR	
School Meals	Adults	per meal	3.40	3.35	-1%	01/04/2022	Discretionary	SR	
	Pupils	per meal	2.40	Replaced and deleted	n/a		Discretionary	NB	
	Charge for paid meal	Per meal		2.34	NEW	01/04/2022	Discretionary	EX	
	Free School Meal	Per Meal		2.35	NEW	01/04/2022	Discretionary	EX	
	Universal Infant Free School Meal	Per Meal		2.34	NEW	01/04/2022	Discretionary	EX	
Property Staff	Charging for work of officers in Property Service to other organisations	Group Manager		717.00	NEW	01/04/2022	Discretionary	SR	
		Team Leader		645.00	NEW	01/04/2022	Discretionary	SR	
		Principal Officer		527.00	NEW	01/04/2022	Discretionary	SR	
		Officer		409.00	NEW	01/04/2022	Discretionary	SR	
		Assistant		326.00	NEW	01/04/2022	Discretionary	SR	
		Large meeting (up to 5 Officers in attendance)		1,440.00	NEW	01/04/2022	Discretionary	SR	
		Small meeting (2-3 Officers in attendance)		720.00	NEW	01/04/2022	Discretionary	SR	

Review of Charges 2022/23
Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Coroner's Service	Coroners Fees for disclosure after inquest	Document disclosed by a coroner as a paper copy: - additional charge for each subsequent page	0.50	0.50	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Document disclosed by a coroner as a paper copy: - document of 10 pages or less	5.00	5.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Document disclosed in any other medium, other than by email or as a paper copy - fee per document	5.00	5.00	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		No fee shall be payable where a document is disclosed by email by a coroner to an interested person	free	-	n/a	01/04/2022	Statutory	NB	
		Transcription of an inquest hearing: - copy consisting of 360 words or less	6.20	6.20	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Transcription of an inquest hearing: - copy consisting of between 1,440 words or more - each additional 72 words or part thereof	0.70	0.70	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Transcription of an inquest hearing: - copy consisting of between 1,440 words or more - first 1,440 words	13.10	13.10	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
		Transcription of an inquest hearing: - copy consisting of between 361 words and up to and including 1,439 words	13.10	13.10	0%	01/04/2022	Statutory	NB	To be updated in line with national guidance
History Service	Administrative Charge	Minimum charge for providing an invoice for any service	30.00	31.00	3%	01/04/2022	Discretionary	SR	
	Certificates	Per Copy - Baptism Certificates	14.00	14.00	0%	01/04/2022	Discretionary	NB	

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Per Copy - Electoral register search certified letter	14.00	14.00	0%	01/04/2022	Discretionary	SR	
		Per Copy - Marriage Certificates	14.00	14.00	0%	01/04/2022	Discretionary	NB	
		Per Copy - Motor Vehicle Registration copies	14.00	14.00	0%	01/04/2022	Discretionary	SR	
	Computer Printouts	Self Service Copying - per A3 copy	0.60	0.60	0%	01/04/2022	Discretionary	SR	
		Self Service Copying - per A4 copy	0.30	0.30	0%	01/01/2022	Discretionary	SR	
		Staff Operated Copying - per A3 copy	0.90	0.90	0%	01/04/2022	Discretionary	SR	
		Staff Operated Copying - per A4 copy	0.90	0.90	0%	01/04/2022	Discretionary	SR	
	Copies of Recordings	From Oral History (per CD)	19.00	19.00	0%	01/04/2022	Discretionary	SR	
	Digital Imaging	Plain paper Digital Prints (pre-existing image) - per copy on A4	8.00	8.00	0%	01/04/2022	Discretionary	SR	
		Digital copying permit (per day)	8.00	8.00	0%	01/04/2022	Discretionary	SR	
		Digital copying permit (per week)	23.00	23.00	0%	01/04/2022	Discretionary	SR	
		Plain paper Digital Prints (pre-existing image) - per copy on A3	8.00	8.00	0%	01/04/2022	Discretionary	SR	
		Electronic files (automated scan of Archive, microform, or delicate sources) - per sheet scanned	1.70	1.80	6%	01/04/2022	Discretionary	SR	
		Electronic files (automated scan, Local Studies sources) - per sheet scanned	0.90	0.90	0%	01/04/2022	Discretionary	SR	
		Electronic files (created to order, compressed) - per image 2500 pixels	12.00	12.00	0%	01/04/2022	Discretionary	SR	
		Electronic files (created to order, uncompressed) - per image 3200 pixels and above	16.00	16.00	0%	01/04/2022	Discretionary	SR	

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Electronic files (digitised Tithe Maps) - per image	16.00	16.00	0%	01/04/2022	Discretionary	SR	
		Electronic files (pre-existing image, compressed) - per image 2250 pixels	8.00	8.00	0%	01/04/2022	Discretionary	SR	
		Electronic files (pre-existing image, compressed) - per image 700 pixels	1.70	1.80	6%	01/04/2022	Discretionary	SR	
		Electronic files (pre-existing image, uncompressed) - per image 3200 pixels and above	12.00	12.00	0%	01/04/2022	Discretionary	SR	
		Photo paper Digital Prints (created to order) - per copy on A3 paper	16.00	16.00	0%	01/04/2022	Discretionary	SR	
		Photo paper Digital Prints (created to order) - per copy on A4 (or smaller)	16.00	16.00	0%	01/04/2022	Discretionary	SR	
		Photo paper Digital Prints (pre-existing image) - per copy A3	12.00	12.00	0%	01/04/2022	Discretionary	SR	
		Photo paper Digital Prints (pre-existing image) - per copy A4	12.00	12.00	0%	01/04/2022	Discretionary	SR	
		Plain paper Digital Prints (created to order) - per copy on A3	12.00	12.00	0%	01/04/2022	Discretionary	SR	
		Plain paper Digital Prints (created to order) - per copy on A4	12.00	12.00	0%	01/04/2022	Discretionary	SR	
		Transfer to CD-R	6.50	6.50	0%	01/04/2022	Discretionary	SR	
	Microform Copying	a) Self Service Copying - per A3 copy	0.90	0.90	0%	01/04/2022	Discretionary	SR	
		a) Self Service Copying - per A4 copy	0.90	0.90	0%	01/04/2022	Discretionary	SR	
		b) Copying by Staff - per A3 copy	1.70	1.80	6%	01/04/2022	Discretionary	SR	
		b) Copying by Staff - per A4 copy	1.70	1.80	6%	01/04/2022	Discretionary	SR	

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Minimum charge for providing copies	6.00	6.00	0%	01/04/2022	Discretionary	SR	
	Oxfordshire History Service Lecture Fees plus travel at current OCC rates	Per event	66.00	66.00	0%	01/04/2022	Discretionary	SR	
	Photocopies	All Archive Documents and Delicate Documents- per A4 or A3 copy	1.70	1.80	6%	01/04/2022	Discretionary	SR	
		Local Studies - Staff operated copying - per A4 copy	0.90	0.90	0%	01/04/2022	Discretionary	SR	
		Local Studies - Staff operated copying- per A3 copy	0.90	0.90	0%	01/04/2022	Discretionary	SR	
		Self Service Copying - per A3 copy	0.60	0.60	0%	01/04/2022	Discretionary	SR	
		Self Service Copying - per A4 copy	0.30	0.30	0%	01/04/2022	Discretionary	SR	
	Postage & Packing	Reinforced Envelope in reinforced C4 envelope	3.50	3.50	0%	01/04/2022	Discretionary	SR	
		Air Mail - additional to basic cost	3.50	3.50	0%	01/04/2022	Discretionary	SR	
		Cardboard Tube - Copies supplied in 450mm cardboard tube	7.00	7.00	0%	01/04/2022	Discretionary	SR	
		Disc Mailer - CR-ROM supplied in disc mailer	7.00	7.00	0%	01/04/2022	Discretionary	SR	
	Reproduction Fees	Broadcast Media (multi-platform, including streaming and online catchup servers) One programme, unlimited transmissions, one country (EU = one country) - per image used, 0-6 years	79.00	81.00	3%	01/04/2022	Discretionary	SR	

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Broadcast Media (multi-platform, including streaming and online catchup servers) One programme, unlimited transmissions, one country (EU = one country) - per image used, in perpetuity	131.00	134.00	2%	01/04/2022	Discretionary	SR	
		Broadcast Media (multi-platform, including streaming and online catchup servers) One programme, unlimited transmissions, worldwide - per image used, 0-6 years	198.00	202.00	2%	01/04/2022	Discretionary	SR	
		Broadcast Media (multi-platform, including streaming and online catchup servers) One programme, unlimited transmissions, worldwide - per image used, in perpetuity	324.00	331.00	2%	01/04/2022	Discretionary	SR	
		Publication Commercial - Per extra instance of an image	19.50	20.00	3%	01/04/2022	Discretionary	SR	
		Publication Commercial - Per image	46.00	47.00	2%	01/04/2022	Discretionary	SR	
		Publication Commercial Internal Use Commercial -For use within organisation	26.00	27.00	4%	01/04/2022	Discretionary	SR	
		Publication Commercial Internal Use Commercial -Use on a website (per year) - per image	63.30	65.00	3%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (11-15 images)	7.20	7.40	3%	01/04/2022	Discretionary	SR	

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Publication: academic - Per image used (16-20 images)	6.40	6.60	3%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (1st image)	15.10	15.40	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (2 images)	11.40	11.70	3%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (21-40 images)	4.00	4.10	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (3 images)	10.10	10.30	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (4 images)	9.40	9.60	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (41-60 images)	3.20	3.30	3%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (5 images)	9.10	9.30	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (61 or more images)	2.80	2.90	4%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (6-10 images)	8.40	8.60	2%	01/04/2022	Discretionary	SR	
		Publication: local individuals, organisations and partners - Per use of one or more images	20.00	20.00	0%	01/04/2022	Discretionary	SR	
	Research Enquires	Higher rate for businesses and profit-making organisations - per hour (or pro-rata) Minimum 30 minutes £30. Maximum 2 hours £120.	70.00	72.00	3%	01/04/2022	Discretionary	SR	

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Written reply to each enquiry - per hour (or pro-rata) Minimum 30 minutes £20, Maximum 2 hours £80.	40.00	42.00	5%	01/04/2022	Discretionary	SR	
	USB memory sticks	per 4Gb-8Gb stick	7.00	7.00	0%	01/04/2022	Discretionary	SR	
	Use of Premises	Location fee for use of Oxfordshire History Centre premises for film / TV / broadcast purposes - per hour or part hour	70.00	70.00	0%	01/04/2022	Discretionary	SR	
	Certificates	Per Copy - Magistrates Court records certified copies		14.00	NEW	01/04/2022	Discretionary	EX	
Library Service	Audio Visual Hire Charges	a) DVDs (Per Week) - Band 1	1.60	1.60	0%	01/04/2022	Discretionary	NB	
		a) DVDs (Per Week) - Band 3	3.00	3.00	0%	01/04/2022	Discretionary	NB	
		a) DVDs (Per Week) - Band 4	4.50	4.50	0%	01/04/2022	Discretionary	NB	
		d) Music CDs (per Week) - Band 1	1.60	1.60	0%	01/04/2022	Discretionary	NB	
		d) Music CDs (per Week) - Band 2 & 3	4.80	4.80	0%	01/04/2022	Discretionary	NB	
		g) Audio Books and Language Packs on CD (3 weeks): - Band 1	1.80	1.80	0%	01/04/2022	Discretionary	NB	
		g) Audio Books and Language Packs on CD (3 weeks): - Band 2 & 3	3.20	3.20	0%	01/04/2022	Discretionary	NB	
		g) Audio Books and Language Packs on CD (3 weeks): - Children in care, foster carers and people with reading impairment are exempt	Exempt	Exempt	n/a	01/04/2022	Discretionary	NB	
		j) CD-ROM (per Week) - Band 1	2.00	2.00	0%	01/04/2022	Discretionary	NB	
		Charge for lost/damaged AV	Various	Various	n/a	01/04/2022	Discretionary	SR	
	Audio CDs late return charge	Weekly charge - Band 1 (maximum charge per item £5.40)	1.60	1.60	0%	01/04/2022	Discretionary	SR	

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		weekly charge - Band 2/3 (maximum charge per item £9.60)	3.20	3.20	0%	01/04/2022	Discretionary	SR	
	CD-ROM late return charge	weekly charge (maximum charge per item £6.00)	2.00	2.00	0%	01/04/2022	Discretionary	SR	
	DVDs late return charge	weekly charge - Band 1 (maximum per item £4.80)	1.60	1.60	0%	01/04/2022	Discretionary	SR	
		weekly charge - Band 2/3 (maximum per item £9)	3.00	3.00	0%	01/04/2022	Discretionary	SR	
		weekly charge - Band 4 (maximum per item £13.50)	4.50	4.50	0%	01/04/2022	Discretionary	SR	
	Music CDs late return charge	weekly charge - (Band 1) (maximum charge per item £4.80)	1.60	1.60	0%	01/04/2022	Discretionary	SR	
		weekly charge - (Band 2/3) (maximum charge per item £4.80)	3.00	4.80	60%	01/04/2022	Discretionary	SR	
	Hire of Accommodation	Hire of space Full day commercial use	110.00	110.00	0%	01/04/2022	Discretionary	EX	
		Hire of space Full day community use	55.00	55.00	0%	01/04/2022	Discretionary	EX	
		Hire of space Half day commercial use	75.00	75.00	0%	01/04/2022	Discretionary	EX	
		Hire of space Half day community use	30.00	30.00	0%	01/04/2022	Discretionary	EX	
	Internet Service	A3 BW & Colour	0.60	0.60	0%	01/04/2022	Discretionary	SR	
		A4 BW & Colour	0.30	0.30	0%	01/04/2022	Discretionary	SR	
		Sales of headphones	2.55	2.55	0%	01/04/2022	Discretionary	SR	
		Sales of memory sticks	7.00	7.00	0%	01/04/2022	Discretionary	SR	
	Library Overdue Charges for Static Libraries	Adults - per day library open during first week (daily rate)	0.35	0.35	0%	01/04/2022	Discretionary	NB	
		Adults - maximum per item	6.50	6.50	0%	01/04/2022	Discretionary	NB	
		Charge for lost/damaged books (Recommended retail price plus processing fee where applicable)	Various	Various	n/a	01/04/2022	Discretionary	NB	
		Children - maximum per item	2.90	2.90	0%	01/04/2022	Discretionary	NB	
		Children - per day library open during first week (daily rate)	0.06	0.06	0%	01/04/2022	Discretionary	NB	
		Children in public care	Exempt	Exempt	n/a	01/04/2022	Discretionary	NB	

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Institutions - maximum per item	6.50	6.50	0%	01/04/2022	Discretionary	NB	
		Institutions - per day library open during first week (daily rate)	0.35	0.35	0%	01/04/2022	Discretionary	NB	
	Library Reservation Fees	a) Book / Audio Books Reservations - Standard charge	1.30	1.30	0%	01/04/2022	Discretionary	NB	
		a) Book / Audio Books Reservations - Under 18s (Incl children in public care)	Exempt		n/a	01/04/2022	Discretionary	NB	
		b) Items supplied from outside Oxfordshire - Standard charge	10.00	10.00	0%	01/04/2022	Discretionary	NB	
		c) Audio Visual Reservations (excluding Audio Books): - Concessionary rate	0.65	0.65	0%	01/04/2022	Discretionary	NB	
		c) Audio Visual Reservations (excluding Audio Books): - Standard charge	1.30	1.30	0%	01/04/2022	Discretionary	NB	
		Items supplied by the British Library and Universities	20.00	20.00	0%	01/04/2022	Discretionary	NB	
	Microform Copying	a) self service copying	0.90	0.90	0%	01/04/2022	Discretionary	SR	
		b) staff service	1.70	1.70	0%	01/04/2022	Discretionary	SR	
	Photocopying	A3 BW & Colour	0.60	0.60	0%	01/04/2022	Discretionary	SR	
		A4 BW& Colour	0.30	0.30	0%	01/04/2022	Discretionary	SR	
	Replacement of Library Tickets	per ticket	3.15	3.15	0%	01/04/2022	Discretionary	NB	
	Vocal/Orchestral Play sets	- Orchestral Sets Non Oxfordshire Borrowers	51.00	51.00	0%	01/04/2022	Discretionary	NB	
		- Orchestral Sets Oxfordshire Borrowers	40.00	40.00	0%	01/04/2022	Discretionary	NB	
		- Play Sets	6.00	6.00	0%	01/04/2022	Discretionary	NB	
		a) Booking Fee per 4 month loan Oxfordshire Borrowers - per score with performance time of 5 minutes or less	0.90	0.90	0%	01/04/2022	Discretionary	NB	
		a) Booking Fee per 4 month loan Oxfordshire Borrowers - per score with performance time of more than 5 minutes	2.20	2.20	0%	01/04/2022	Discretionary	NB	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		a) Booking Fee per 4 month loan Non Oxfordshire Borrowers - per score with performance time of more than 5 minutes	3.60	3.60	0%	01/04/2022	Discretionary	NB	
		a) Booking Fee per 4 month loan Non Oxfordshire Borrowers - per score with performance time of 5 minutes or less	1.70	1.70	0%	01/04/2022	Discretionary	NB	
		b) Overdue charge - per playset, per day library open during first week (daily rate) (maximum £5.70)	0.35	0.35	0%	01/04/2022	Discretionary	NB	
		b) Overdue charge - per week or part week, per loan, vocal or orchestral	15.00	15.00	0%	01/04/2022	Discretionary	NB	
		c) Administration fee for performance sets supplied from outside Oxfordshire.	8.00	8.00	0%	01/04/2022	Discretionary	NB	
Museum Service	Conservation & Exhibition Services	a) MRC Remedial conservation - per hour	65.00	67.00	3%	01/04/2022	Discretionary	SR	
		c) Specialist Climate Controlled Collections Storage and Care per year - Large Item (c.0.5 cubic meters)	450.00	460.00	2%	01/04/2022	Discretionary	SR	
		c) Specialist Climate Controlled Collections Storage and Care per year - Medium Item (c 20x20x20cm)	256.00	262.00	2%	01/04/2022	Discretionary	SR	
		c) Specialist Climate Controlled Collections Storage and Care per year - Small Item (c.10x10x10cm)	129.00	132.00	2%	01/04/2022	Discretionary	SR	
		d) General Collections storage and Care per year - Large Item	512.00	523.00	2%	01/04/2022	Discretionary	SR	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		e) Environmental Monitoring (per month) - for 3 thermohygrographs	60.50	62.00	2%	01/04/2022	Discretionary	SR	
		f) Conservation Advice per hour	60.50	62.00	2%	01/04/2022	Discretionary	SR	
		f) Conservation Advice per hour - per day	483.00	493.00	2%	01/04/2022	Discretionary	SR	
		f) Conservation Advice per hour - per half-day	242.00	247.00	2%	01/04/2022	Discretionary	SR	
		g) Museum Pest Management plus materials - per day	483.00	493.00	2%	01/04/2022	Discretionary	SR	
		g) Museum Pest Management plus materials - per half day	242.00	247.00	2%	01/04/2022	Discretionary	SR	
		g) Museum Pest Management plus materials - per hour	60.50	62.00	2%	01/04/2022	Discretionary	SR	
		h) Hire of display equipment - arrangement charge for not for profit heritage & arts organisations	22.00	23.00	5%	01/04/2022	Discretionary	SR	
		h) Hire of display equipment - Cases - per month	230.00	235.00	2%	01/04/2022	Discretionary	SR	
		h) Hire of display equipment - Cases - per week	104.50	107.00	2%	01/04/2022	Discretionary	SR	
		i) Training - per day	483.00	493.00	2%	01/04/2022	Discretionary	SR	
		i) Training - per half day	242.00	247.00	2%	01/04/2022	Discretionary	SR	
		k) Documentation and storage of archaeological archives - per archaeological storage box (0.022m3)	70.00	72.00	3%	01/04/2022	Discretionary	SR	
		k) Documentation and storage of archaeological archives-site archive up to 3 archaeological storage boxes ((0.022m3)	107.00	110.00	3%	01/04/2022	Discretionary	SR	
		Loan of datalogger and printout per period up to 2 months	60.50	62.00	2%	01/04/2022	Discretionary	SR	
	Hire of Accommodation	a) Oxfordshire Museum - Exhibition Gallery - per week	215.00	220.00	2%	01/04/2022	Discretionary	EX	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		b) Brewhouse - Exhibition Gallery - 1/2 day Commercial Use	72.00	74.00	3%	01/04/2022	Discretionary	EX	
		b) Brewhouse - Exhibition Gallery - 1/2 day Community Use	28.50	29.50	4%	01/04/2022	Discretionary	EX	
		b) Brewhouse - Exhibition Gallery - per day - Commercial Use	109.00	112.00	3%	01/04/2022	Discretionary	EX	
		b) Brewhouse - Exhibition Gallery - per day - Community Use	54.00	55.50	3%	01/04/2022	Discretionary	EX	
		b) Brewhouse - Exhibition Gallery - per month	278.00	284.00	2%	01/04/2022	Discretionary	EX	
		c) Coachhouse - 1/2 day Commercial Use	86.00	88.00	2%	01/04/2022	Discretionary	EX	
		c) Coachhouse - 1/2 day Community Use	40.00	41.00	3%	01/04/2022	Discretionary	EX	
		c) Coachhouse - per day - Commercial Use	150.00	153.00	2%	01/04/2022	Discretionary	EX	
		c) Coachhouse - per day - Community Use	66.50	68.00	2%	01/04/2022	Discretionary	EX	
		d) MRC Education Lecture Room - 1/2 day Community Use	28.50	29.00	2%	01/04/2022	Discretionary	EX	
		d) MRC Education Lecture Room - per day - Community Use	54.00	55.00	2%	01/04/2022	Discretionary	EX	
		e) Provision of staff to support - activities of hirer per hour - during Museum open hours	23.00	23.50	2%	01/04/2022	Discretionary	SR	
		e) Provision of staff to support - activities of hirer per hour - out of Museum open hours	36.00	37.00	3%	01/04/2022	Discretionary	SR	
		f) Coach House charge for use outside normal hours plus staffing as necessary Commercial use up to 3 hours	79.00	81.00	3%	01/04/2022	Discretionary	EX	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		f)Coach House charge for use outside normal hours plus staffing as necessary Education use up to 3 hours	53.00	54.00	2%	01/04/2022	Discretionary	EX	
		Location fee for use of Oxfordshire Museum/Museums Resource Centre or Swalcliffe Barn premises for film / TV / broadcast purposes per hour or part hour	64.00	66.00	3%	01/04/2022	Discretionary	SR	
	Learning & Access	Facilitated Community Group Visits to The Oxfordshire Museum - per group during normal opening hours	27.50	28.00	2%	01/04/2022	Discretionary	NB	
		Family Learning Drop In at The Oxfordshire Museum - per child costs supported by Friends of Museum	2.00	2.00	0%	09/04/2022	Discretionary	NB	
		Family Learning Drop In at The Oxfordshire Museum - per family of up to 3 children Costs supported by Friends of Museum	5.00	5.00	0%	09/04/2022	Discretionary	NB	
		Outreach School Sessions KS1 (approximately 1.25 hours) - up to 30 children	101.50	104.00	2%	25/04/2022	Discretionary	NB	
		Outreach School Sessions KS2 (approximately 1.5 hours) - up to 30 children	123.00	126.00	2%	25/04/2022	Discretionary	NB	
		Reminiscence Box Loans - per 2 week loan	24.50	25.00	2%	01/04/2022	Discretionary	NB	
		Reminiscence sessions - Maximum 15 participants	24.50	25.00	2%	01/04/2022	Discretionary	NB	
		School Box Loans - per term	36.00	37.00	3%	25/04/2022	Discretionary	NB	
		School Sessions at The Oxfordshire Museum - up to 30 children	87.00	89.00	2%	25/04/2022	Discretionary	NB	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Microform Copying	Copying by Staff - per A3 copy	1.70	0.90	-47%	01/04/2022	Discretionary	SR	
		Copying by Staff - per A4 copy	1.70	0.90	-47%	01/04/2022	Discretionary	SR	
	MRC Digital Imaging	Plain paper Digital Prints (pre-existing image) - per copy on A3	8.00	8.00	0%	01/04/2022	Discretionary	SR	
		Electronic files (pre-existing image, compressed) - per image 700 pixels	1.70	1.80	6%	01/04/2022	Discretionary	SR	
		'- Use of Digital Camera/USB Memory Stick per day	8.00	8.15	2%	01/04/2022	Discretionary	SR	
		'- Use of Digital Camera/USB Memory Stick per week	23.00	23.50	2%	01/04/2022	Discretionary	SR	
		Electronic files (automated scan or pre-existing scans) - per sheet scanned	1.70	1.75	3%	01/04/2022	Discretionary	SR	
		Electronic files (photographed to order, uncompressed) - per image 3200 pixels and above	28.00	28.50	2%	01/04/2022	Discretionary	SR	
		Electronic files (photographed to order, compressed) - per image 2500 pixels	24.00	24.50	2%	01/04/2022	Discretionary	SR	
		Electronic files (pre-existing image, compressed) - per image 2250 pixels	8.00	8.20	2%	01/04/2022	Discretionary	SR	
		Electronic files (pre-existing image, uncompressed) - per image 3200 pixels and above	12.00	12.20	2%	01/04/2022	Discretionary	SR	
		Internal Use Commercial -For use within organisation	26.60	27.15	2%	01/04/2022	Discretionary	SR	
		Photo paper Digital Prints (photographed to order) - per copy on A3 paper	28.00	28.50	2%	01/04/2022	Discretionary	SR	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		Photo paper Digital Prints (photographed to order) - per copy on A4 (or smaller)	28.00	28.50	2%	01/04/2022	Discretionary	SR	
		Photo paper Digital Prints (pre-existing image) - per copy A3	12.00	12.25	2%	01/04/2022	Discretionary	SR	
		Photo paper Digital Prints (pre-existing image) - per copy A4	12.00	12.25	2%	01/04/2022	Discretionary	SR	
		Plain paper Digital Prints (photographed to order) - per copy on A4	24.00	24.50	2%	01/04/2022	Discretionary	SR	
		Plain paper Digital Prints (photographed to order) - per copy on A3	24.00	24.50	2%	01/04/2022	Discretionary	SR	
		Plain paper Digital Prints (pre-existing image) - per copy on A4	8.00	8.20	2%	01/04/2022	Discretionary	SR	
		Publication Commercial - Per extra instance of an image	19.50	20.00	3%	01/04/2022	Discretionary	SR	
		Publication Commercial - Per image	46.00	47.00	2%	01/04/2022	Discretionary	SR	
		Transfer to CD-R	6.20	6.50	5%	01/04/2022	Discretionary	SR	
	MRC Reproduction Fees	One programme, unlimited transmissions, one country (EU = one country) - per image used, 0-6 years	79.00	81.00	3%	01/04/2022	Discretionary	SR	
		One programme, unlimited transmissions, one country (EU = one country) - per image used, in perpetuity	131.00	134.00	2%	01/04/2022	Discretionary	SR	
		One programme, unlimited transmissions, worldwide - per image used, 0-6 years	198.00	202.00	2%	01/04/2022	Discretionary	SR	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
		One programme, unlimited transmissions, worldwide - per image used, in perpetuity	324.00	331.00	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (11-15 images)	7.20	7.40	3%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (16-20 images)	6.40	6.50	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (1st image)	15.10	15.40	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (2 images)	11.40	11.70	3%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (21-40 images)	4.00	4.10	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (3 images)	10.10	10.30	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (4 images)	9.40	9.60	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (41-60 images)	3.20	3.30	3%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (5 images)	9.10	9.30	2%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (61 or more images)	2.80	2.90	4%	01/04/2022	Discretionary	SR	
		Publication: academic - Per image used (6-10 images)	8.40	8.60	2%	01/04/2022	Discretionary	SR	
		Publication: local individuals, organisations and partners - Per use of one or more images	20.00	20.00	0%	01/04/2022	Discretionary	SR	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
	Museums Service Research Enquires	- higher rate for businesses and profit-making organisations - per hour (or pro-rata) Minimum 30 minutes £35. Maximum 2 hours £140.	70.00	72.00	3%	01/04/2022	Discretionary	SR	
		- written reply to each enquiry - per hour (or pro-rata) Minimum 30 minutes £20, Maximum 2 hours £80.	40.00	42.00	5%	01/04/2022	Discretionary	SR	
	Oxfordshire Museum Lecture Fees plus travel at current OCC rates	Per event	66.00	66.00	0%	01/04/2022	Discretionary	SR	
	Postage & Packing	Disc Mailer - CR-ROM supplied in disc mailer	7.00	7.15	2%	01/04/2022	Discretionary	SR	
		Air Mail - additional to basic cost	3.50	3.60	3%	01/04/2022	Discretionary	SR	
		Cardboard Tube - Copies supplied in 450mm cardboard tube	7.00	7.00	0%	01/04/2022	Discretionary	SR	
		Reinforced Envelope in reinforced C4 envelope	3.50	3.50	0%	01/04/2022	Discretionary	SR	
	Administrative Charge	Minimum charge for providing an invoice for any service	30.00	31.00	3%	01/04/2022	Discretionary	SR	
	Use of Oxfordshire Museum Garden for Wedding Photography	Per event	97.00	98.00	1%	01/04/2022	Discretionary	EX	
	Virtual workshop for schools	per session		35.00	NEW	25/04/2022	Discretionary	EX	
		per session		35.00	NEW	25/04/2022	Discretionary	EX	
	Virtual workshop with loan box for schools	per session		56.00	NEW	25/04/2022	Discretionary	EX	
Customer Service Centre	Concessionary Fares	Card issue and admin	10.00	10.00	0%	01/04/2022	Discretionary	NB	
	Disabled Parking	Card issue and admin, assessment service	10.00	10.00	0%	01/04/2022	Discretionary	NB	
Human Resources	Job Evaluations for Academies	Ad-Hoc/ Re-evaluation of a Role per hour up to 25 hours	164.00	164.00	0%	01/04/2022	Discretionary	SR	
		Rate per hour if it takes more than 25 hours per role	246.00	246.00	0%	01/04/2022	Discretionary	SR	

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class	Comments
Innovation Hub	Charging for work of officers in Innovation and research projects to other organisations	Group Manager	594.00	717.00	21%	01/04/2022	Discretionary	SR	
		Team Leader	474.00	645.00	36%	01/04/2022	Discretionary	SR	
		Principal Officer	431.50	527.00	22%	01/04/2022	Discretionary	SR	
		Officer	401.00	409.00	2%	01/04/2022	Discretionary	SR	
		Assistant		326.00	NEW	01/04/2022	Discretionary	SR	
		Large meeting (up to 5 Officers in attendance)		1,440.00	NEW	01/04/2022	Discretionary	SR	
		Small meeting (2-3 Officers in attendance)		720.00	NEW	01/04/2022	Discretionary	SR	

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Date effective from	Discretionary or Statutory	VAT Class
Music Service	Charges to Schools	Curriculum (per hour)	65.00	65.00	0%	01/09/2021	Discretionary	EX
		First Access (60 or 45 minutes)	1,550.00	1,470.00	-5%	01/09/2021	Discretionary	EX
		Play On (1 hour or 45 min)	1,850.00	1,680.00	-9%	01/09/2021	Discretionary	EX
		Play On (30 minutes)	930.00	No longer offered		01/09/2021	Discretionary	EX
		Play On (40 minutes)	1,230.00	No longer offered		01/09/2021	Discretionary	EX
		Summer fun	118.00	Various		01/09/2021	Discretionary	EX
		Transport Zone 1	100.00	Various		01/09/2021	Discretionary	EX
		Transport Zone 2	85.00	Various		01/09/2021	Discretionary	EX
		Transport Zone 3	70.00	Various		01/09/2021	Discretionary	EX
		Transport Zone 4	45.00	Various		01/09/2021	Discretionary	EX
		workshops	13.00	Various		01/09/2021	Discretionary	EX
		Ensembles	45.00	No longer offered		01/09/2021	Discretionary	EX
		CMS Pass	159.00	No longer offered		01/09/2021	Discretionary	EX
		County Level Ensemble 1 hrs groups of 10 (individual price £4.80)	50.00	48.00	-4%	01/09/2021	Discretionary	EX
		County Level Ensemble 1.5 hrs groups of 10 (individual price £7.20)	60.00	72.00	20%	01/09/2021	Discretionary	EX
		County Level Ensemble 2 hrs Groups of 10 (individual price £9.60)	87.00	96.00	10%	01/09/2021	Discretionary	EX
		Full Membership / 2.5hr ensemble Group of 10 (individual price £12)	105.00	120.00	14%	01/09/2021	Discretionary	EX
		OCMS Full Membership / 3.5hr ensemble group 15 (Individual price £11)	76.00	165.00	117%	01/09/2021	Discretionary	EX

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Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Date effective from	Discretionary or Statutory	VAT Class
		Secondary Choir Activity	55.00	No longer offered		01/09/2021	Discretionary	EX
		Single ensemble - OCMS lessons	55.00	No longer offered		01/09/2021	Discretionary	EX
	Group Tuition	Group of 2 (20 minutes)	10.20	10.20	0%	01/09/2021	Discretionary	EX
		Group of 2 (30 minutes)	15.00	No longer offered		01/09/2021	Discretionary	EX
		Group of 3 or more (variables of 20 minutes)	7.20	6.20	-14%	01/09/2021	Discretionary	EX
		Adult Group of 10 (Individual price £11.80)	118.00	118.00	0%	01/09/2021		EX
	Hire	Hire of Instruments (All other instruments on offer)	48.00	50.00	4%	01/09/2021	Discretionary	EX
		Hire of Instruments (Violin, Viola and Guitars only)	27.00	30.00	11%	01/09/2021	Discretionary	EX
		Instrument Purchase Charge	75.00	75.00	0%	01/09/2021	Discretionary	SR
		Oxfordshire County Youth orchestra	799.00	Various		01/09/2021	Discretionary	EX
		Oxfordshire schools orchestra	575.00	Various		01/09/2021	Discretionary	EX
		Oxfordshire Schools Symphony Orchestra	875.00	Various		01/09/2021	Discretionary	EX
		Oxfordshire Youth Music Theatre	500.00	Various		01/09/2021	Discretionary	EX
	Individual Tuition	Individual 40 minutes	39.00	36.40	-7%	01/09/2021	Discretionary	EX
		Individual 20 minutes - Multiples of 20 minutes only	19.20	18.20	-5%	01/09/2021	Discretionary	EX
		Individual 30 Minutes	29.00	No longer offered		01/09/2021	Discretionary	EX
		Individual 45 minutes	44.00	No longer offered		01/09/2021	Discretionary	EX
		Individual 60 minutes	59.00	54.60	-7%	01/09/2021	Discretionary	EX
	Late cancellation Charge	Late Cancellation fee	45.00	45.00	0%	01/09/2021	Discretionary	EX
	Extra late cancellation Charge	Very late cancellation fee	55.00	55.00	0%	01/09/2021	Discretionary	EX
	Other Charges	Key stage 1 festival	4.00	Various		01/09/2021	Discretionary	EX
		launchpad band	13.00	Various		01/09/2021	Discretionary	EX
		Primary Pop	4.00	Various		01/09/2021	Discretionary	EX

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Current Charge £	Proposed Charge 2022/23 £	Change %	Date effective from	Discretionary or Statutory	VAT Class
		spotlight talent	4.00	Various		01/09/2021	Discretionary	EX
	Own teacher accompanist	Accompanist own teacher	30.00	Various		01/09/2021	Discretionary	EX
	Not own teacher accompanist	Accompanist Oxfordshire County Music Service teacher	45.00	Various		01/09/2021	Discretionary	EX

Review of Charges 2022/23
Customers, Organisational Development & Resources

Approved by Cabinet on 19th January 2021, for information only

Service Area	Charge	Unit	Proposed Charge 2021/22 £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class
Registration Service	Amendment Fee for all Marriage and Civil partnership ceremonies	per amendment	60.00	60.00	0%	01/04/2022	Discretionary	NB
	Amendment Fee for other Civil ceremonies- If the fee for other civil ceremonies attracts VAT so does the amendment fee	per amendment	60.00	60.00	0%	01/04/2022	Discretionary	SR
	Births, Deaths Certificates (Marriage inc line 24-46)	from a current register	11.00	11.00	0%	01/04/2022	Statutory	NB
		from a deposited register	11.00	11.00	0%	01/04/2022	Statutory	NB
		on day of registration	11.00	11.00	0%	01/04/2022	Statutory	NB
	Short Birth Certificate	from a current register	11.00	11.00	0%	01/04/2022	Statutory	NB
		from a deposited register	11.00	11.00	0%	01/04/2022	Statutory	NB
		on day of registration	11.00	11.00	0%	01/04/2022	Statutory	NB
	Space 17 addition	Per application	40.00	40.00	0%	01/04/2022	Statutory	NB
	Commemorative Certificates	per certificate	10.00	10.00	0%	01/04/2022	Statutory	SR
	Consideration for a correction	Per application	75.00	75.00	0%	01/04/2022	Statutory	NB
	Consideration for a correction (RG involvement)	Per application	90.00	90.00	0%	01/04/2022	Statutory	NB
	Consideration of Foreign Divorce	Per application	50.00	50.00	0%	01/04/2022	Statutory	NB
	Consideration of Foreign Divorce (RG involvement)	Per application	75.00	75.00	0%	01/04/2022	Statutory	NB
	Conversion of a Civil Partnership into Marriage	Standard Service	45.00	45.00	0%	01/04/2022	Statutory	NB
		Two stage procedure on other premises - completing the declaration	27.00	27.00	0%	01/04/2022	Statutory	NB
		Two stage procedure on other premises -signing the declaration in a religious registered for marriage of same sex couples	91.00	91.00	0%	01/04/2022	Statutory	NB
	Statutory Priority Certificate	Per application	35.00	35.00	0%	01/04/2022	Statutory	SR
	Licence for approved premises	3 year licence	2,250.00	2,325.00	3%	01/04/2022	Discretionary	NB

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Proposed Charge 2021/22 £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class
	Marriage & Civil partnership fees at former Register Office Marriage rooms Monday - Friday during office hours and Saturday mornings between 9.00am and 12 noon. (Includes the cost of one certificate)	Abingdon- Roysse Court (Mon -Fri)	325.00	335.00	3%	01/04/2022	Discretionary	NB
		Attending chapel	97.00	97.00	0%	01/04/2022	Statutory	NB
		Banbury Bodicote House	325.00	335.00	3%	01/04/2022	Discretionary	NB
		Bicester - Garth Park	325.00	335.00	3%	01/04/2022	Discretionary	NB
		Dexter Room Sat AM	325.00	335.00	3%	01/04/2022	Discretionary	NB
		Dexter Room Tues-Fri	325.00	335.00	3%	01/04/2022	Discretionary	NB
		Didcot - Broadway Room	325.00	335.00	3%	01/04/2022	Discretionary	NB
		Henley - Regatta Court	325.00	335.00	3%	02/04/2022	Discretionary	NB
		Witney - Windrush Rooms	325.00	335.00	3%	01/04/2022	Discretionary	NB
		Oxford - Tidmarsh Lane	325.00	335.00	3%	01/04/2022	Discretionary	
		RO (Tues only)	57.00	57.00	0%	01/04/2022	Statutory	NB
		Total for all district Offices (Sat pm)	600.00	650.00	8%	01/04/2022	Discretionary	NB
		Total for all district Offices (Sun and BH)	665.00	690.00	4%	01/04/2022	Discretionary	NB
	Non refundable booking fee	Per Ceremony	150.00	175.00	17%	01/04/2022	Discretionary	EX
	Marriages and Civil Partnerships at Approved Venues (9.00am to 5.30pm)	Monday - Saturday	630.00	650.00	3%	01/04/2022	Discretionary	NB
		Sunday & Bank Holiday	665.00	690.00	4%	01/04/2022	Discretionary	NB
	Marriages at Approved Venues (on or after 6pm)	Monday - Saturday	705.00	730.00	4%	01/04/2022	Discretionary	NB
		Sunday & Bank Holiday	765.00	790.00	3%	01/04/2022	Discretionary	NB
	Notice of Marriages and Civil Partnership	Extended 70 day Notice for foreign Nationals (for 1 person)	47.00	47.00	0%	01/04/2022	Statutory	NB
		Notice of Marriage/Civil Partnership (for 1 person)	35.00	35.00	0%	01/04/2022	Statutory	NB
	Other Civil Ceremonies (Naming Ceremonies, Renewal of Vows, Partnership/Commitment Ceremonies) at Registration Offices	Individual Citizenship Ceremonies (Oxford Register Office only)	285.00	295.00	4%	01/04/2022	Discretionary	SR

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Proposed Charge 2021/22 £	Proposed Charge 2022/23 £	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class
		Monday - Friday	280.00	290.00	4%	01/04/2022	Discretionary	SR
		Saturday	315.00	325.00	3%	01/04/2022	Discretionary	SR
		Sunday & Bank Holiday	325.00	335.00	3%	01/04/2022	Discretionary	SR
	Other Civil Ceremonies (Naming Ceremonies, Renewal of Vows, Partnership/Commitment Ceremonies) at Approved venues	Monday - Friday	280.00	290.00	4%	01/04/2022	Discretionary	SR
		Saturday	315.00	325.00	3%	01/04/2022	Discretionary	SR
		Sunday & Bank Holiday	325.00	335.00	3%	01/04/2022	Discretionary	SR
	Other Civil Ceremonies (Naming Ceremonies, Renewal of Vows, Partnership/Commitment Ceremonies) at venues not approved by Oxfordshire County Council	Group Citizenship Ceremony at County Hall	80.00	80.00	0%	01/04/2022	Statutory	NB
		Monday - Friday	410.00	425.00	4%	01/04/2022	Statutory	SR
		Saturday	420.00	435.00	4%	01/04/2022	Statutory	SR
		Sunday & Bank Holiday	430.00	445.00	3%	01/04/2022	Statutory	SR
		Your day your way ceremony	755.00	760.00	1%	01/04/2022	Statutory	NB/SR
	Searches in indexes	General Search	18.00	18.00	0%	01/04/2022	Statutory	NB

Review of Charges 2023/24
Customers, Organisational Development & Resources

Service Area	Charge	Unit	Agreed Charge 2022/23 £	Proposed Charge 2023/24 £2	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class
Registration Service	Amendment Fee for all Marriage and Civil partnership ceremonies.	per amendment	60.00	60.00	0%	01/04/2023	Discretionary	NB
	Amendment Fee for other Civil ceremonies- If the fee for other civil ceremonies attracts VAT so does the amendment fee. Fee already at limit so no increase	per amendment	60.00	60.00	0%	01/04/2023	Discretionary	SR
	Births, Deaths Certificates (Marriage inc line 24-46)	from a current register	11.00	11.00	0%	01/04/2023	Statutory	NB
		from a deposited register	11.00	11.00	0%	01/04/2023	Statutory	NB
		on day of registration	11.00	11.00	0%	01/04/2023	Statutory	NB
	Short Birth Certificate	from a current register	11.00	11.00	0%	01/04/2023	Statutory	NB
		from a deposited register	11.00	11.00	0%	01/04/2023	Statutory	NB
		on day of registration	11.00	11.00	0%	01/04/2023	Statutory	NB
	Space 17 addition	Per application	40.00	40.00	0%	01/04/2023	Statutory	NB
	Commemorative Certificates	per certificate	10.00	10.00	0%	01/04/2023	Statutory	SR
	Consideration for a correction	Per application	75.00	75.00	0%	01/04/2023	Statutory	NB
	Consideration for a correction (RG involvement)	Per application	90.00	90.00	0%	01/04/2023	Statutory	NB
	Consideration of Foreign Divorce	Per application	50.00	50.00	0%	01/04/2023	Statutory	NB
	Consideration of Foreign Divorce (RG involvement)	Per application	75.00	75.00	0%	01/04/2023	Statutory	NB
	Conversion of a Civil Partnership into Marriage	Standard Service	45.00	45.00	0%	01/04/2023	Statutory	NB
		Two stage procedure on other premises - completing the declaration	27.00	27.00	0%	01/04/2023	Statutory	NB
		Two stage procedure on other premises -signing the declaration in a religious registered for marriage of same sex couples	91.00	91.00	0%	01/04/2023	Statutory	NB
	Statutory Priority Certificate	Per application	35.00	35.00	0%	01/04/2023	Statutory	SR

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Agreed Charge 2022/23 £	Proposed Charge 2023/24 £2	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class
	Licence for approved premises. No increase proposed as already at limit (from benchmarking undertaken).	3 year licence	2,325.00	2,325.00	0%	01/04/2023	Discretionary	NB
	Marriage & Civil partnership fees at former Register Office Marriage rooms Monday - Friday during office hours and Saturday mornings between 9.00am and 12 noon. (Includes the cost of one certificate)	Abingdon- Roysse Court (Mon -Fri)	335.00	350.00	4%	01/04/2023	Discretionary	NB
		Attending chapel	97.00	97.00	0%	01/04/2023	Statutory	NB
		Banbury Bodicote House	335.00	350.00	4%	01/04/2023	Discretionary	NB
		Bicester - Garth Park	335.00	335.00	0%	01/04/2023	Discretionary	NB
		Dexter Room Sat AM	335.00	350.00	4%	01/04/2023	Discretionary	NB
		Dexter Room Tues-Fri	335.00	350.00	4%	01/04/2023	Discretionary	NB
		Didcot - Broadway Room	335.00	350.00	4%	01/04/2023	Discretionary	NB
		Henley - Regatta Court	335.00	350.00	4%	01/04/2023	Discretionary	NB
		Witney - Windrush Rooms	335.00	350.00	4%	01/04/2023	Discretionary	NB
		Oxford - Tidmarsh Lane	335.00	350.00	4%	01/04/2023	Discretionary	NB
		RO (Tues only)	57.00	57.00	0%	01/04/2023	Statutory	NB
		Total for all district Offices (Sat pm)	650.00	450.00	-31%	01/04/2023	Discretionary	NB
		Total for all district Offices (Sun and BH)	690.00	550.00	-20%	01/04/2023	Discretionary	NB
	Non refundable booking fee. Fee very high compared to other Local Authorities and difficult to justify. Reduction in fee proposed as a result.	Per Ceremony	175.00	100.00	-43%	01/04/2023	Discretionary	EX
	Marriages and Civil Partnerships at Approved Venues (9.00am to 5.30pm)	Monday - Saturday	650.00	680.00	5%	01/04/2023	Discretionary	NB
		Sunday & Bank Holiday	690.00	720.00	4%	01/04/2023	Discretionary	NB
	Marriages at Approved Venues (on or after 6pm)	Monday - Saturday	730.00	750.00	3%	01/04/2023	Discretionary	NB
		Sunday & Bank Holiday	790.00	795.00	1%	01/04/2023	Discretionary	NB

Customers, Organisational Development & Resources

Service Area	Charge	Unit	Agreed Charge 2022/23 £	Proposed Charge 2023/24 £2	Change %	Proposed date effective from	Discretionary or Statutory	VAT Class
	Notice of Marriages and Civil Partnership	Extended 70 day Notice for foreign Nationals (for 1 person)	47.00	47.00	0%	01/04/2023	Statutory	NB
		Notice of Marriage/Civil Partnership (for 1 person)	35.00	35.00	0%	01/04/2023	Statutory	NB
	Other Civil Ceremonies (Naming Ceremonies, Renewal of Vows, Partnership/Commitment Ceremonies) at Registration Offices	Individual Citizenship Ceremonies (Oxford Register Office only)	295.00	310.00	5%	01/04/2023	Discretionary	SR
		Monday - Friday	290.00	300.00	3%	01/04/2023	Discretionary	SR
		Saturday	325.00	350.00	8%	01/04/2023	Discretionary	SR
		Sunday & Bank Holiday	335.00	350.00	4%	01/04/2023	Discretionary	SR
	Other Civil Ceremonies (Naming Ceremonies, Renewal of Vows, Partnership/Commitment Ceremonies) at Approved venues	Monday - Friday	290.00	300.00	3%	01/04/2023	Discretionary	SR
		Saturday	325.00	350.00	8%	01/04/2023	Discretionary	SR
		Sunday & Bank Holiday	335.00	350.00	4%	01/04/2023	Discretionary	SR
	Other Civil Ceremonies (Naming Ceremonies, Renewal of Vows, Partnership/Commitment Ceremonies) at venues not approved by Oxfordshire County Council	Group Citizenship Ceremony at County Hall	80.00	80.00	0%	01/04/2023	Statutory	NB
		Monday - Friday	425.00	400.00	-6%	01/04/2023	Statutory	SR
		Saturday	435.00	450.00	3%	01/04/2023	Statutory	SR
		Sunday & Bank Holiday	445.00	450.00	1%	01/04/2023	Statutory	SR
		Your day your way ceremony	760.00	760.00	0%	01/04/2023	Statutory	NB/SR
	Searches in indexes	General Search	18.00	18.00	0%	01/04/2023	Statutory	NB

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Formal Approval of School Funding Formula 2022/23

Report by Director for Children's Services

Recommendation

1. **The Cabinet is RECOMMENDED to: -**
 - a) **approve the final funding formula for 2022/23 subject to the decision by the Secretary of State for Education regarding permission to transfer 0.5% (£2.2m) from the Schools block to support High Needs expenditure**

Executive Summary

2. The final funding formula for schools and academies for 2022/23 needs to be formally approved politically before submission to the Department for Education (DfE) by 21 January 2022. Schools Forum has been consulted in development of the funding formula for 2022/23 as a statutory consultee, but the decision on the final formula is made by the local authority.
3. The decision this year includes the request made to the Secretary of State for permission to transfer 0.5% (£2.2m) from the Schools block to support High Needs expenditure. The decision on Schools Funding will therefore be made subject to the approval of the Secretary of State. The deadline to confirm school budget shares to maintained schools is 28 February 2021.

Introduction

4. The local authority is required to set the pre-16 funding formula for each financial year, for all maintained schools and academies (including free schools, studio schools and university technical colleges), after consultation with Schools and Schools Forum about any proposed changes.
5. The local authority is responsible for making the final decisions on the formula but must gain political approval before the final formula for the 2022/23 financial year is submitted to the Department for Education (DfE) on 21 January 2022.

The National Funding Formula

6. In 2018/19 the government implemented national funding formulae for the Schools, High Needs and the Central Services Schools Block (CSSB) with local discretion on implementation up to and including for 2022/23.
7. 2018/19 saw the introduction of the national funding formula (NFF) for schools. This reform meant that for the first time, school funding was distributed to Local Authorities according to a formula based on the individual needs and characteristics of every school in the country. Local Authorities continue to be responsible for distributing money between schools.

8. Oxfordshire has consulted with all schools and academies and Schools Forum annually and it was agreed to implement the NFF as closely as possible and this has been achieved within the overall envelope of funding. 2022/23 will be the fourth year of the journey to implement the NFF as closely as possible, subject to affordability.
9. The DfE has made some changes to the National Funding Formula for 2022-23, as follows:
 - NFF factor values have increased by 3% to basic entitlement, free school meals at any time in the last 6 years (FSM6), income deprivation affecting children index (IDACI), lower prior attainment (LPA), English as an additional language (EAL) and the lump sum.
 - NFF factor values have increased by 2% to the funding floor, the minimum per pupil levels (MPPL) and free school meals (FSM) and 0% on premises factors.
 - School sparsity distances are now based on road distances, instead of straight-line distances, and a sparsity distance taper has been introduced.
 - Data on pupils who have been eligible for FSM6 is now taken from the October 2020 school census instead of the January 2020 census.
 - In calculating low prior attainment proportions, data from the 2019 early years foundation stage profile (EYFSP) and key stage 2 (KS2) tests is used as a proxy for the 2020 tests, following the cancellation of assessment due to coronavirus.
 - Pupils who joined a school between January 2020 and May 2020 attract funding for Mobility on the basis of their entry date, rather than the May school census, as the May 2020 census did not take place due to coronavirus.

Outcome of Consultation with Schools and Schools Forum

10. Consultation with schools was carried out from 14 October 2021 to 8 November 2021. The results of the consultation were discussed at the School Forum meeting on 10 November 2021.
11. As Oxfordshire is implementing the NFF as closely as possible, there was no need to consult on this decision. Schools were consulted on the possibility of a block transfer to High Needs and on options for adjusted the national funding formula if the funding allocation was too little to implement the NFF in full or if more funding was available.

Consultation on Transfer to High Needs Block

12. Dedicated Schools Grant (DSG) to Local Authorities is allocated in blocks. There are blocks of funding for Early Years, Schools, High Needs and Central School Services. The blocks are ringfenced for 2022/23 (meaning funding can only be spent on the services/provisions covered by the blocks).

However, the DfE guidance allows for some transfer between blocks as stated below:

- The Schools Block will be ring-fenced in 2022 to 2023, however local authorities are able to transfer up to 0.5% of their Schools Block funding into another block, with the approval of their schools forum.
 - If local authorities wish to transfer any funding out of the schools block in 2022 to 2023, the department expects to see evidence of recent discussion and the schools forum vote.
 - To make such a transfer, local authorities should consult with local maintained schools and academies and the schools forum should take these views into account before making their decision.
13. Spend on High Needs is expected to exceed the grant funding available in 2022/23 by £20m and the deficit is expected to increase over the medium term.
14. The consultation asked Schools whether they wished to support a transfer to the High Needs Block. Responses were limited, but of those that did respond, 70% did not support this. The draft Minutes from Schools Forum record the following:
- All present Schools Forum members voted and voted against (by 11 votes to 4) top-slicing the Schools block as this would not be guaranteed to fully benefit children with High Needs in Mainstream Schools.

High Needs Block: Disapplication request

15. As Schools Forum did not support the transfer from the Schools block and given the forecast overspend within the High Needs block, Oxfordshire have appealed the decision with the Secretary of State. A disapplication request was submitted to transfer 0.5% or £2.2m from the Schools Block by the DfE deadline of 19 November 2021.
16. The timescale for the Secretary of State to respond to the disapplication request is unknown.

Oxfordshire Funding Formula

17. The School Funding Formula for 2022/23, has been modelled to replicate the NFF.
18. In line with timescales in previous years, the DSG settlement was announced on 16 December 2021.
19. At the meeting of Schools Forum on 13 January 2022, Forum will be presented with a number of options for the School Funding Formula to discuss. The Local Authority recommended options are to implement the National Funding Formula to schools as closely as possible and transfer funding to the High Needs block to contribute to SEND investment in schools.
20. Schools Forum will receive a model that sets out funding to transfer £0.6m of residual funding to High Needs and includes full National Funding Formula rates. A further model shows a transfer of £2.2m, which aligns with the block transfer request to the Secretary of State. This would transfer a further £1.6m to the High Needs block and would reduce Schools funding below the National Funding Formula level. The reduction could be achieved by decreasing the Lump Sum factor of the formula by approximately £7.5k.
21. The full formula factor rates for Oxfordshire are shown in the table below, which includes the £0.6m transfer to High Needs. The final table below shows the reduced Lump Sum factor rate should £2.2m be transferred to High Needs. This also represents the position if the disapplication request was agreed by the Secretary of State. The amounts allocated by each factor in the annexes are subject to further checks and amendments leading up to and following submission to the DfE by 21 January 2022.

Schools Funding Formula 2022-23

Funding Factors - Full National Funding Formula (NFF) with ACA	NFF Primary Unit Value 2022-23	NFF Secondary Unit Value 2022-23
Area Cost Adjustment (ACA) – A multiplier that is applied to basic per pupil, additional needs and formula elements of school led funding for Oxfordshire	1.02220	1.02220
1. Basic per-pupil funding		
Age Weighted Pupil Unit (AWPU) - Basic Entitlement	£3,288.42	
Age Weighted Pupil Unit (AWPU) - Basic Entitlement KS3		£4,636.70
Age Weighted Pupil Unit (AWPU) - Basic Entitlement KS4		£5,225.49
2. Deprivation		
Free School Meal eligibility	£480.43	£480.43
Ever6 FSM	£603.10	£884.20
Targeted Deprivation – IDACI Band F	£224.88	£327.10
Targeted Deprivation – IDACI Band E	£275.99	£434.44
Targeted Deprivation – IDACI Band D	£429.32	£608.21
Targeted Deprivation – IDACI Band C	£470.21	£664.43
Targeted Deprivation – IDACI Band B	£500.88	£715.54
Targeted Deprivation – IDACI Band A	£654.21	£909.76
4. English as an additional Language (EAL)	£577.54	£1,563.97
5. Pupil Mobility	£945.54	£1,359.53
6. Low Prior Attainment	£1,155.09	£1,747.96
7. Lump sum - as NFF (amended for 0.5% transfer below)	£123,992.86	£123,992.86
8. Sparsity	£56,221.00	£81,776.00
10. Split Sites - (ACA not applicable)	2 Academies at £30,000	
11. Rates	As Actual Rates	
13. Exceptional Premises factors	As Actual Rents	
14. Minimum per pupil level (MPPL)	£4,265	£5,525
- Key Stage 3		£5,321
- Key Stage 4		£5,831
Minimum Funding Guarantee (MFG)	2%	
Growth Fund Contribution	£660,000	

	£m
DSG Schools Block Funding	£446.7
Total Funding allocated through the Schools Funding Formula as NFF	£446.1
Balance - Transfer to the High Needs Block	£0.6
Transfer as a percentage of eligible Funding	0.13%

	£000
Lump sum revised Factor Value to achieve extra £1.6m	£116,458.46
	£m
DSG Schools Block Funding	£446.7
Total Funding allocated through the Schools Funding Formula	£444.5
Balance - Transfer to the High Needs Block	£2.2
Transfer as a percentage of eligible Funding	0.50%

Financial and Staff Implications

22. The report deals with the funding formula for schools and academies for 2022/23 and there are no further financial or staffing implications discussed in this report. Schools and academies are responsible for managing the deployment of the delegated funding they receive.

Equalities Implications

23. Where the local authority continues to have discretion in funding decisions made, priority will be given to the needs of vulnerable pupils and the Council's aims of raising attainment, narrowing the attainment gap and safeguarding children.

Kevin Gordon
Director for Children's Services

Contact Officers:
Sarah Fogden, Finance Business Partner 07557 082613
January 2022

Section 2

Budget Consultation & Strategic Plan

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Leading positive change in Oxfordshire

The Oxfordshire Fair Deal Alliance's vision is to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county.

Strategic plan 2022 - 2025 (draft)

Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Put action to address the climate emergency at the heart of our work	We will lead by example, setting ambitious targets to reduce our own carbon emissions and aligning our carbon net zero commitments to the the principles of the Climate and Ecology Bill. Our environmental and planning ambitions will prioritise climate action and community resilience.	Work with partners to implement the county's 'Pathways to Zero Carbon' route map, a comprehensive plan for decarbonising Oxfordshire.
		Work to bring our own buildings, operations, and supply chains to net zero by 2030, and support the retrofit of residential homes to improve energy efficiency.
		Accelerate work on supporting biodiversity and nature recovery while adapting to and considering the impacts of climate change, including extreme weather and supply chain disruption.
		Support community and business activity to cut carbon emissions and accelerate a shift to a resilient and locally focused zero carbon economy.
		Support and promote a shift towards active travel (walking, cycling and use of public transport), reducing the need for private cars and accelerate the transition to electric vehicles (EVs) by expanding charging capacity across the county.
		Accelerate and sustain the benefits of Project Local Energy Oxfordshire (LEO) which is running trials to build a greener, more resilient, fairer renewable energy network.
		Accelerate our LED street lighting replacement programme and further reduce the energy, visual and environmental impacts of street lighting.

Section 2.2

Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Tackle inequalities in Oxfordshire	We will work with our partners and local communities to address health, social and educational inequalities focusing on those in greatest need. We will seek practical solutions for those most adversely affected by the pandemic. We will support digital inclusion initiatives that give our residents the skills, connectivity and accessibility to our services and provide alternative options for those who cannot access our services digitally.	Work with partners to develop practical plans to address the drivers and impact of disadvantage, for example food poverty, housing and deprivation, drawing on the lessons learned from our response to COVID-19.
		Use research, best practice and local insight to work with communities and target support to the areas of greatest need, with a focus on healthy place shaping, preventative actions and early intervention projects.
		Working with partners, develop and implement a digital inclusion strategy for Oxfordshire, including exploring how assistive technology can support vulnerable groups to access services and lead a better quality of life.
		Work with partners to ensure that those in our most vulnerable and disadvantaged communities can access support through appropriate local outreach services and signposting to other sources of help, ensuring that lack of access to technology is not a barrier.

Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Prioritise the health and wellbeing of residents	We will work with the health and wellbeing board and our partners to deliver and support services that make a vital contribution to our residents' physical and mental wellbeing. We will support the wellbeing of those in our communities who have been affected, physically and mentally, by COVID-19 and will continue to support our volunteers and the voluntary sector.	Work with health partners to implement the health and wellbeing strategy and prioritise health promotion and preventative initiatives. This includes health checks and screening, implementing the plan to make Oxfordshire smoke free by 2025 and delivering the priorities in the 2022 Oxfordshire domestic abuse strategy.
		Maximise access to the opportunities provided by libraries, museums, sport and leisure settings, nature and green spaces and other services to support the health and wellbeing of residents.
		Work with partners to publish a pandemic recovery and renewal framework that will help us all continue to support local communities and ensure voluntary sector resilience, using the learning from our collective COVID-19 response.

Section 2.2

		Develop an enhanced long-term support offer for our voluntary and community sector partners.
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Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Support carers and the social care system	We will engage nationally to push for a fair deal for the funding of social care. Locally, we will support carers, including young carers, and help those who want to live independently. We will work with communities, in collaboration with the health and social care system and voluntary sector to explore new ways to provide services. We will and focus on preventative services, helping people to stay active and supported at all stages of their lives.	Continue to deliver seamless services for people who need them – improving quality, flexibility and value – and work with service users and providers to find new ways to promote self-directed support, increasing choice and control.
		Support residents to live independently and well at home by promoting physical activity and healthy choices; building social connections and tackling isolation; and supporting people to make positive contributions in their communities through volunteering and social action outside of traditional social care services.
		Invest creatively in a range of options to support carers maintain their caring roles – such as respite, mutual support and access to advice and information and intergenerational schemes to build strong, resilient, and welcoming communities.
		Build skills and access to training for volunteers and our social care workforce, to ensure we achieve high standards, support safeguarding and foster innovation.

Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Invest in an inclusive, integrated and sustainable transport network	We will create a transport network that makes active travel the first choice for short journeys and invest in public transport to significantly reduce our reliance on car journeys. In areas of planned housing growth, we will prioritise	Prioritise active travel and public transport interventions on the existing highway network to support healthy lifestyles and address inequalities in travel connectivity.
		Develop, publish and deliver our local transport and connectivity plan.
		Deliver our commitments within the bus service improvement plan.
		Develop and implement a plan for improved strategic routes for freight, including exploring rail, and reducing large vehicle movements on non-strategic roads.

Section 2.2

	active and public transport over road capacity for cars.	Implement a new countywide approach and programme for 20mph zones.
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Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Preserve and improve access to nature and green spaces	We will work with partners to provide safe and clean green spaces across the county that support the physical and mental wellbeing of our residents. We will take action to protect and increase biodiversity, supporting nature recovery, in both rural and urban environments.	Support and enable the activities from Oxfordshire's community action groups to improve local environments and make nature more accessible.
		Develop a countywide nature recovery strategy, and a tree and woodland plan, including taking part in the Queen's Green Canopy programme, and support the development of a new local nature partnership for Oxfordshire.
		Improve the amount and distribution of accessible and safe natural green space within Oxfordshire.
		Ensure our public rights of way network is effectively maintained.

Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Create opportunities for children and young people to reach their full potential	We will support all our children and young people, and their families, to achieve their very best and to prepare them for their future, including safeguarding, and supporting those more vulnerable and with additional needs. We will continue to work with partners to provide help early so children and families are less likely to be in need.	Work with partners to implement a new emotional and mental wellbeing strategy for children and young people.
		Develop our youth offer and continue to invest in holiday activity programmes with a focus on the highest areas of deprivation.
		Develop local placement capacity for children in need and in care.
		Improve the timeliness of education, health and care plans for children with special educational needs and disabilities.
		Narrow the educational attainment gap for children across Oxfordshire helping them to achieve their potential.

Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Play our part in a vibrant and participatory local democracy	We are committed to taking decisions in an open and inclusive way. We will engage and listen to Oxfordshire residents. We will be open to scrutiny and regularly provide progress updates. We will put the impact on the climate and future generations at the heart of decision making. We will manage our own resources carefully.	Develop and implement a new consultation and engagement strategy, enhancing opportunities for residents, including young people and those seldom heard, to have their say in service development.
		Increase opportunities for the public to participate in and contribute to council meetings and decision making, including the use of technology to support this.
		Improve our approach to equality impact assessments, ensuring that we set out the effects of our decisions on the climate and future generations.
		Support an enhanced role for overview and scrutiny to contribute to open and transparent decision making.

Our strategic priorities	Our commitments	Our objectives and areas of focus for 2022 /23
Work with local businesses and partners for environmental, economic and social benefit	We will help Oxfordshire become a recognised centre of innovation in green and sustainable technologies. We will use our purchasing power for environmental, social and economic benefit and ensure that our pandemic recovery planning supports sustainable job creation.	Work with partners, including the Oxfordshire Local Enterprise Partnership (OxLEP), to help local businesses recover from the pandemic by enabling long-term job creation through apprenticeships and business support.
		Promote career pathways in health and social care for local people and encourage those who are looking to change their careers to start their own enterprises in the sector.
		Encourage suppliers to commit to providing additional social and environmental value, as part of our procurement and development planning processes, which will benefit local communities.

Section 2.2

		Facilitate collaboration between businesses, the universities, OxLEP and our health and local authority partners to maintain Oxfordshire as a centre of innovation, turning ideas into real-life solutions in areas including transport, climate, energy and healthcare.
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Section 2.3

Engagement feedback on the Oxfordshire Fair Deal Alliance's priorities

Introduction

1. Throughout October and continuing into November 2021, we have undertaken public and stakeholder engagement to support the development of the council's new strategic plan and the 2022/23 budget setting process.
2. This had five strands:
 - A residents' survey to understand residents' priorities and experiences.
 - Public discussion groups.
 - Young people's discussion groups to ensure that young people's voices are included.
 - Stakeholder workshops and survey – with participation from the voluntary and community sector and town and parish councils.
 - Councillor engagement and survey – discussions at locality groups and follow-up survey to ensure the views of all county councillors were sought.

Methodology summary and what we did

3. The following table describes the methodology used and responses received.

Engagement strand	Methodology	Responses
Strand 1: Residents' survey 4 October - 21 November 2021 Conducted by independent agency, Marketing Means	Postal survey sent to 4,841 households, stratified by district and postcode. Sent to a random sample of 4,841 households, stratified by districts and postcode. Representative of the adult population of Oxfordshire to +/- 3% @95% level of confidence. Option to respond by post or online.	<ul style="list-style-type: none">• 1,091 responses received.• Mix of post and online, giving a response rate of 23%.• Final data has been weighted by local authority area, age and gender against the ONS 2019 mid-year estimates to reflect Oxfordshire's population as a whole.
Strand 2: Public discussion groups 12 October - 10 November 2021	Eight, online (Zoom) group discussions with adults 18+, six main ones and two top-up groups.	<ul style="list-style-type: none">• Engaged 35 people.

Qualitative research conducted by independent agency Ask for Research.	Participants were recruited to reflect different geographies (urban, market town and rural) and life stages (young adults who are pre-children, families, empty nesters).	
Strand 3: Young people's discussion groups Conducted by independent agency, Families, Kids and Youth. 18 October - 27 October 2021	<p>Five online group discussions with children and young people aged between 11 and 17, plus feedback from one person who could not join a group.</p> <p>The groups were filmed (with some GDPR restrictions on use/sharing).</p> <p>Most participants were recruited to reflect different geographies (urban, market town, growing towns, and surrounding villages), except for one group that was made up solely of members of the council's Children in Care Council.</p>	<ul style="list-style-type: none"> Engaged 29 people.
Strand 4: Stakeholder workshops and survey Conducted by the council led by the consultation and engagement team. Meetings: w/c 18 October 2021 Survey hosted on Let's Talk Oxfordshire: 22 October - 7 November 2021.	<p>Three workshops, two for town and parish councils and one for representatives of the voluntary, community and education sector. Led by Cabinet members and supported by officers.</p> <p>Stakeholders were given the opportunity to listen to a presentation on the priorities and strategic plan process and provide feedback.</p> <p>Participants were sent a follow-up online survey.</p>	<ul style="list-style-type: none"> 108 representatives from local councils accepted invitation, and 99 attended (some councils sent multiple attendees). 66 representatives from the voluntary, community and education sector stakeholders accepted the invitation and 57 attended (some groups/organisations sent multiple attendees). 29 responded to the online survey.
Strand 5: County councillor engagement and survey Conducted by the council led by the consultation and engagement team and strategy and policy team. Meetings: 4 October - 26 October 2021 Survey hosted on Let's Talk Oxfordshire: 8 October - 7 November 2021.	<p>Presentation and discussion on the agenda at 8 of the 9 councillor locality groups (the Thame locality group discussion did not go ahead due to IT issues).</p> <p>Councillors given the opportunity to listen to a presentation on the priorities and strategic plan process and provide feedback.</p> <p>All cllrs sent the survey.</p>	<ul style="list-style-type: none"> All councillors given the opportunity to feedback. 11 councillors responded to the online survey.

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Feedback

4. The five strands of engagement have generated a wealth of feedback and we are just starting to scratch the surface of what we have been told. All the strategic priorities are of interest, but relative importance depends on the audience groups.

Strand 1: Residents' survey

5. The residents' survey has a much wider insight focus than solely the priorities. The wider findings will be shared with officers and councillors.
6. From the residents' survey, our only representative piece of research, a clear hierarchy of priorities emerged when residents were asked 'which two priorities do you think it is most important for the council to concentrate on'. Table 1 shows how prioritising the health and wellbeing of residents and putting action to address the climate emergency at the heart of our work were deemed most important. Table 2 shows the importance residents placed on the factors listed in making somewhere a good place to live compared to what they felt most needs improving.

Table 1

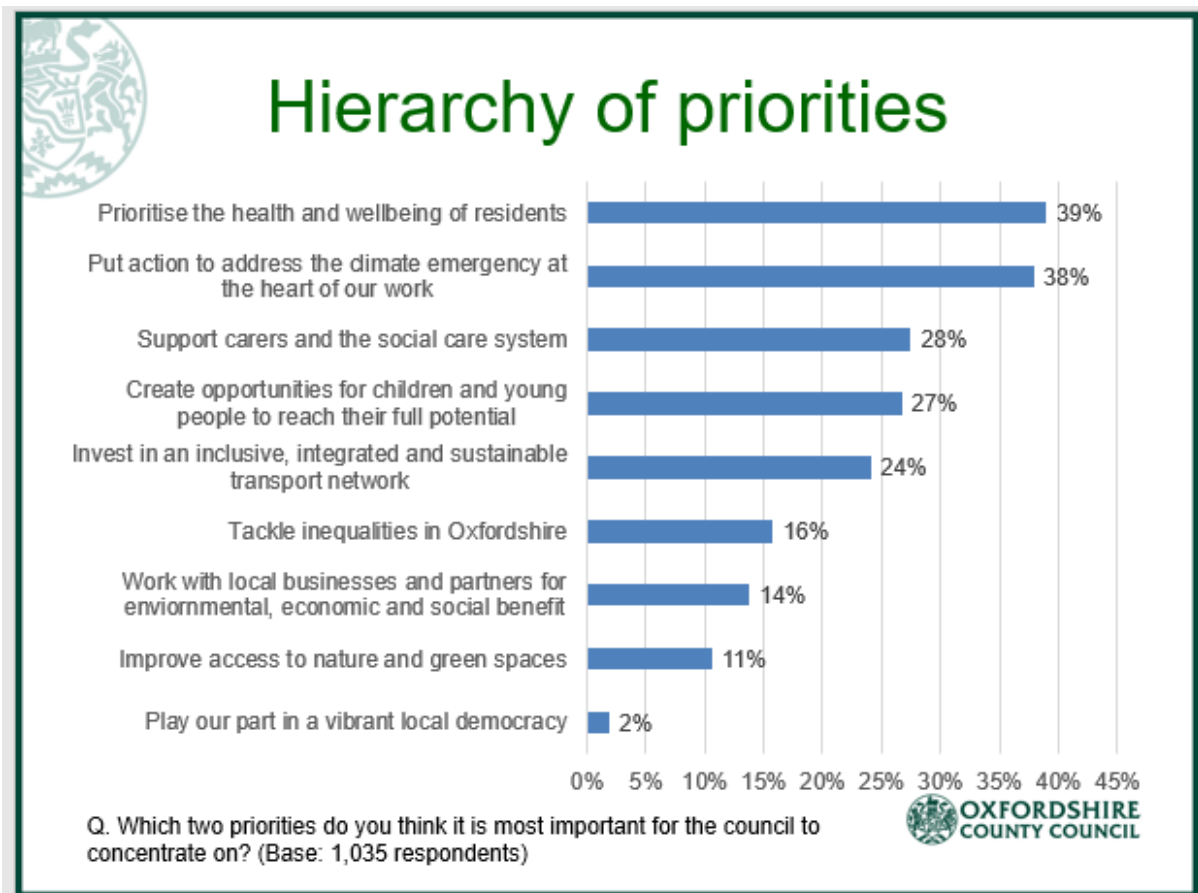
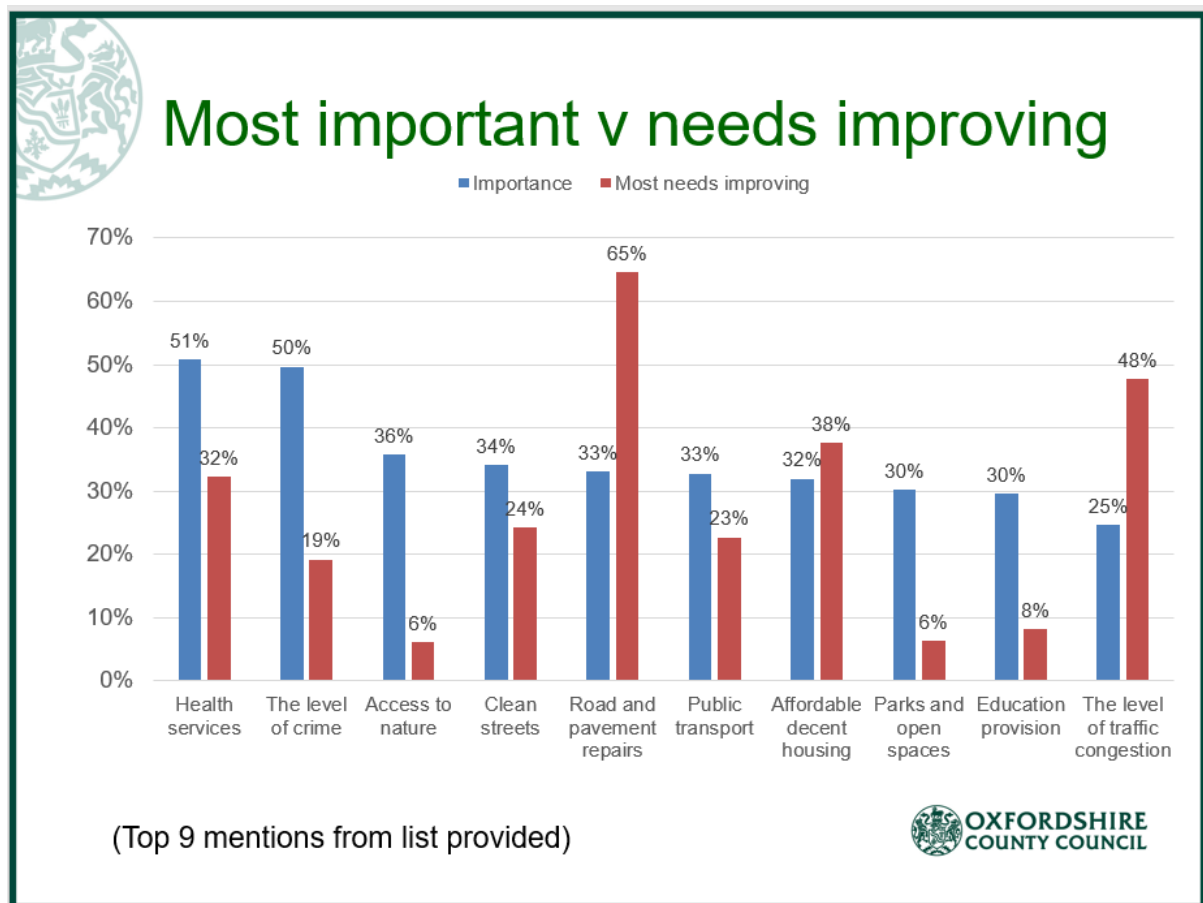


Table 2



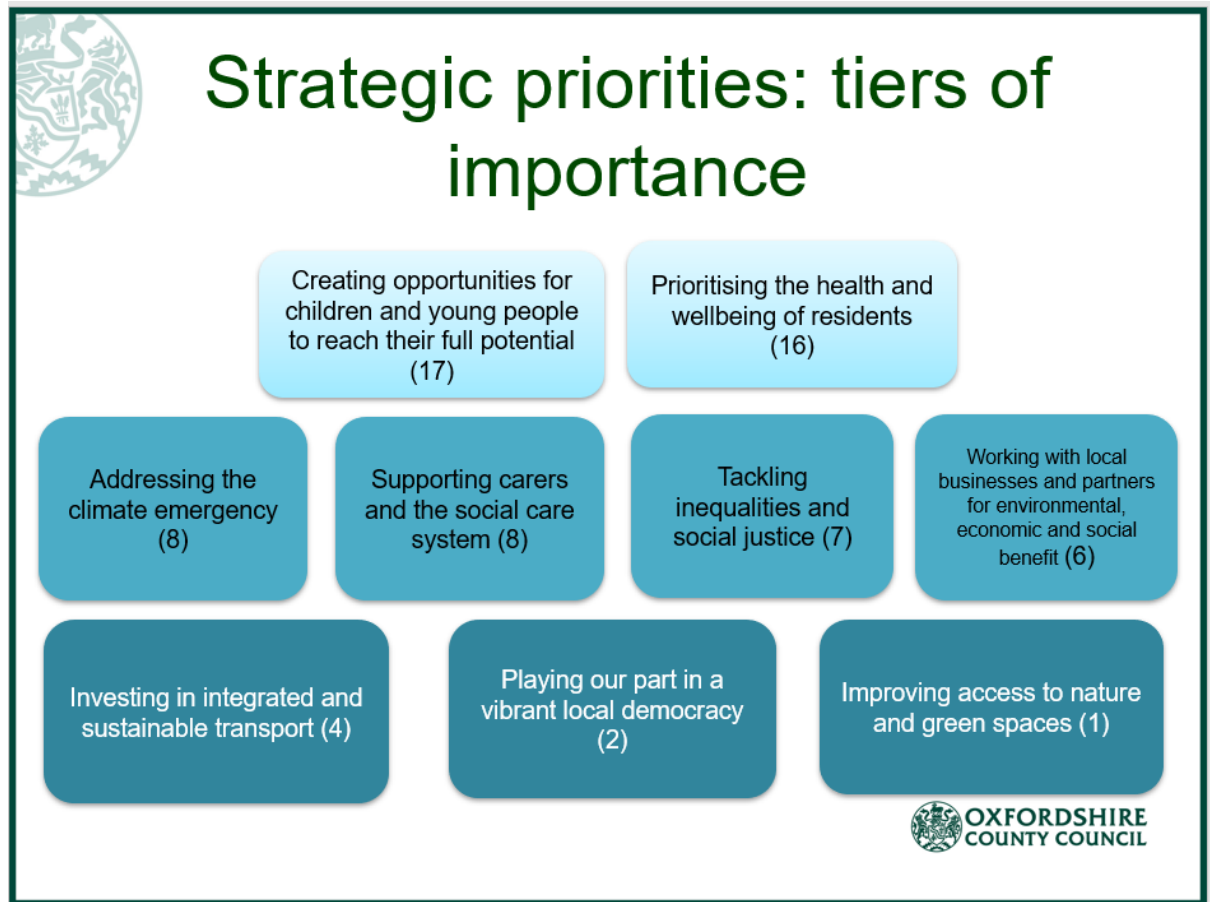
Strand 2: Public discussion groups

Overall

7. Residents were asked to rate the two priorities that they personally considered to be of most importance for the council to concentrate on as shown in table 3 below.
8. All nine priorities are seen as **important**, but there is a clear division between the priorities that affect individuals and those that affect the wider county. Residents focus in the first instance on what is of importance and relevance directly to themselves and the people they care about.
9. The clear top two strategic priorities:
 - a. prioritising the health and wellbeing of residents
 - b. creating opportunities for children and young people to reach their full potential.
10. Residents recognised the interlinking of the priorities and if this could be better represented visually. They considered the scope of the nine priorities is huge, and the wording and intention positive, but they want this to be supported by realistic intent and detail.

11. Actions to support the nine priorities need to be relevant, support the future, build on strengths, achievable and their impacts need to be measurable. The wording of the actions itself needs to be accessible and inclusive.
12. Residents understand the council doesn't have endless resources and want the council to focus on what can be achieved, rather than wide-ranging promises.

Table 3



Health

13. Health and wellbeing affect everyone, the outcomes of which everyone relies on. Important areas of health to focus on are physical health, mental health, healthy living, and accessibility for all.
14. The impact of the pandemic on the provision of health services was noted. Actions taken by volunteers to support health and wellbeing within the county could be supported by the council.
15. **Mental health:** While improvement in the openness regarding mental health is noted, this needs to be developed and built on. Support needs to be accessible and timely, with demand being exacerbated by the pandemic. Local support, amenities and programmes should be provided.

16. **Physical health:** We need to ensure equality of access for residents of all ages, physical abilities and income to sports and team sports. A specific focus on encouraging girls at a young age to participate was raised, as well as the need to encourage (not enforce) healthy eating when providing information, and access to support.

Children and young people

17. Children and young people are seen as the future for the county. Creating opportunities for them to reach their full potential is crucial to achieving the vision for the county. Education is a significant contributor and the negative impacts of COVID-19 on schooling has resulted in both the loss of schooling and opportunities as well as its impacts on mental and physical health and social wellbeing.
18. Opportunities for older children need to ensure the demand for vocational options are supported, specifically with the availability of relevant apprenticeships, and there is equality of opportunity for all young people.
19. Out of school activities for both children and young people were crucial; these need to be inclusive, accessible and affordable.
20. **Inclusion is required from an early age:**
- a. for education at all ages
 - b. equality of access to acceptable living standards; and
 - c. equality of opportunity for young people from all backgrounds.
21. **Equality of access within the school system is needed:**
- a. For older children, equality of access to opportunities was raised in the form of both academic and non-academic routes.
 - b. The provision of sufficient and relevant apprenticeships and entrepreneurial experience for young people wanting to take a vocational option was raised.
22. **Accessible (free) outside of school provision to support all young people:**
- a. Sports facilities, youth clubs and places for older young people to spend time.
 - b. The closure of out of school facilities, such as youth clubs, was a focus of discussion throughout all ages of the discussion groups.
23. **Mental health support within and outside of schools is key:**
- a. Promoted, accessible and timely – an increased need following COVID.

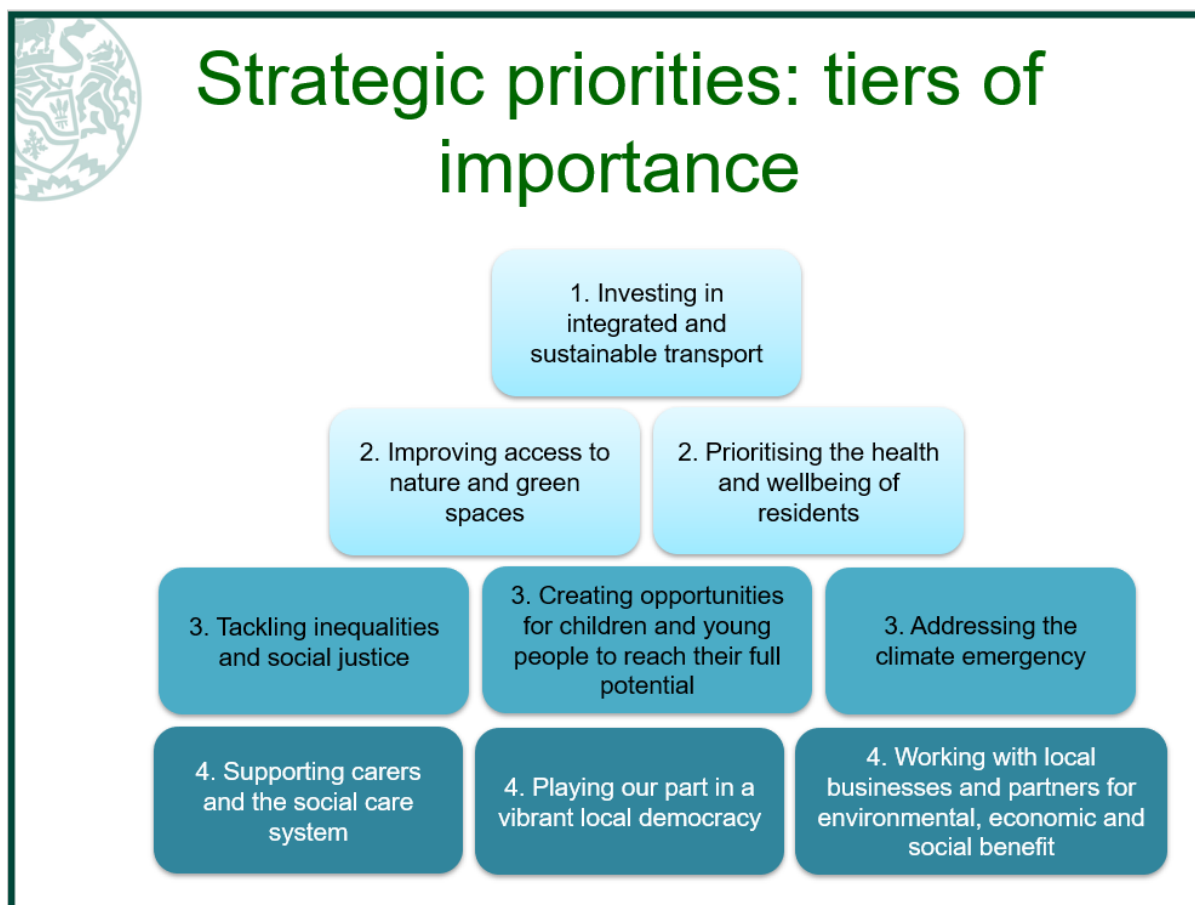
Strand 3: Young people's discussion groups

24. The top strategic priorities among young people were:
- a. investing in integrated and sustainable transport
 - b. improving access to nature and green spaces

- c. prioritising the health and wellbeing of residents.

25. Independent research company Families, Kids and Youth, tiered the importance of the priorities as shown in table 4 below.

Table 4



26. Transport:

- a. Young people are keen to resolve issues related to bus/train timetables, expensive fares (young person's concession card?), and safer cycles routes.
- b. Creating additional transport links with popular destinations (eg retail parks) is also welcomed. Let's hear from our young people.

27. Green spaces:

- a. Preservation of green spaces was key, new housing developments were cited negatively as a threat to this.
- b. There are few places young people feel they can go to socialise. Being able to visit and socialise in green spaces became a priority during lockdown. Current options are limited and adjusting opening hours in areas such as the local parks is suggested.
- c. Ensuring green spaces are well maintained is a concern – there were requests for more bins in public areas and restrict removing natural areas such as wildflowers.

28. Health and wellbeing:

- a. Young people are highly passionate about wellbeing.
- b. There is concern that wait times for mental health support are too long and care for under 16s is insufficient.
- c. Other plans suggested by the council (eg 'Smoke-free by 2050'; measures to support local businesses) are supported but more details are needed, current proposals sound too vague.

29. Communication is key:

- a. use clearer, simpler language
- b. hear direct from the council through school visits and posters
- c. use social media that is used by their age group eg Tik Tok not Facebook.

Strand 4: Stakeholder workshops

- 30. In the group discussions there were short but quality conversations on all nine priorities with practical suggestions.
- 31. Although not representative, the top three priorities from the survey were:
 - a. Put action to address the climate emergency at the heart of our work (15 mentions)
 - b. Invest in an inclusive, integrated and sustainable transport network (12 mentions)
 - c. Prioritise the health and wellbeing of residents (9 mentions).
- 32. As per the public discussion groups, stakeholders were quick to identify how the priorities link. For example: "The inequalities for rural dwellers should not be overlooked, this links to the transport priority," and "If an individual's health and wellbeing is poor it hinders their ability to engage on other priorities."
- 33. The workshops were well received with good engagement on the priorities and there was clear interest in targeted sessions in the future.
- 34. Several stakeholders openly welcomed the priorities but participants were keen to understand what sits behind the priorities as presented.
- 35. Rural transport and housing development linked to targets, infrastructure provision, decarbonisation and conflict with preservation of green spaces were the key themes for questions from town and parish councils.
- 36. The council's commissioning process (collaborative and participatory commissioning) and actively engaging groups and communities was of specific interest to the voluntary and community sector.

Strand 5: Councillor feedback

37. The three priorities that stand out from the councillors' survey (not representative) when asked to consider of the needs of their division are:
- a. Putting climate action at the heart of our work (urgency in action)
 - b. Invest in an inclusive, integrated and sustainable transport network
 - c. Create opportunities for children and young people to reach their full potential.
38. In their locality groups and through the survey, councillors provided constructive challenge and put forward practical ideas for taking each of the individual priorities forward.
39. For example, for playing our part in a vibrant local democracy the following ideas emerged:
- a. Need to be more proactive approach in engaging electorate, particularly the younger voters and school children
 - b. Citizen assemblies could be part of this
 - c. Consultations could be broader and not so objector focused.

Overall messages

40. All the strategic priorities are of interest, but relative importance differs by audience group.
41. Health/wellbeing is an emerging overall top three priority across all strands of feedback.
42. Investing in an inclusive, integrated, and sustainable transport network is the standout priority from the young people's discussion groups and health and wellbeing and children and young people from the public discussion groups. For the stakeholder groups, climate, transport and health and wellbeing were key themes, while for county councillors, key themes were climate, transport and children and young people.
43. It is proposed that positive consideration is given to integrating health into the overall vision statement and 'preserve' into priority six.
44. Language is key, we need our priorities and actions to achieve them to be clear (not ambiguous), accessible and inclusive both in aim and wording to engage audiences.
45. There is some appetite for ongoing engagement and working in partnership with partners and communities to deliver the priorities.
46. Deep dive sessions on the feedback are being planned to maximise its value, incorporate into the development of the strategic plan and subsequent service plans.

Next steps

47. Insight from all five engagement strands has already been used to feed into the budget and business planning process. The county council's budget consultation, launched on 2 December 2021 and closed on 5 January 2022, and included questions on the Oxfordshire Fair Deal Alliance's priorities.
48. The outcomes of this budget consultation will be considered by the council's Cabinet on 18 January 2022 and decided by the council on 8 February 2022. Consultation feedback will also help develop a new strategic plan for the council.
49. Deep dive sessions where the insight gathered from this feedback can be explored in more detail are being planned for January and beyond to inform new and existing pieces of work, service plans and key strategy documents.

Kerry Middleton

Head of Communications, Marketing and Engagement

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Section 4

Revenue Budget Strategy

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Medium Term Financial Strategy 2022/23 - 2025/26
Summary

	2022/23			INDICATIVE POSITION								
				2023/24			2024/25			2025/26		
	Agreed Base Budget £000	Proposed Allocation £000	Proposed Budget £000	Proposed Base Budget £000	Proposed Allocation £000	Proposed Budget £000	Proposed Base Budget £000	Proposed Allocation £000	Proposed Budget £000	Proposed Base Budget £000	Proposed Allocation £000	Proposed Budget £000
Directorate Budgets												
Children's Services	138,959	8,920	147,879	147,879	-1,282	146,597	146,597	-2,190	144,407	144,407	-636	143,771
Adult Services	197,759	13,656	211,415	211,415	-100	211,315	211,315	-200	211,115	211,115		211,115
Public Health	230	480	710	710		710	710		710	710		710
Environment & Place	61,041	1,596	62,637	62,637	-1,472	61,165	61,165	-1,835	59,330	59,330	-266	59,064
Customers, Organisational Development & Resources	33,255	1,932	35,187	35,187	-422	34,765	34,765	268	35,033	35,033	19	35,052
Commercial Development, Assets and Investment	50,288	-2,394	47,894	47,894	-611	47,283	47,283	-1,249	46,034	46,034		46,034
Inflation and Other Adjustments ⁽¹⁾		5,025	5,025	5,025	21,162	26,187	26,187	22,701	48,888	48,888	21,724	70,612
Directorate Budgets	481,532	29,215	510,747	510,747	17,275	528,022	528,022	17,495	545,517	545,517	20,841	566,358
Strategic Measures												
Capital Financing												
- Principal	8,587	2,848	11,435	11,435	1,700	13,135	13,135	2,314	15,449	15,449	1,484	16,933
- Interest	15,118	75	15,193	15,193	618	15,811	15,811	313	16,124	16,124	-161	15,963
Interest on Balances	-10,845	-2,671	-13,516	-13,516	-1,142	-14,658	-14,658	140	-14,518	-14,518	214	-14,304
Un-Ringfenced Specific Grants	-38,751	7,533	-31,218	-31,218	7,883	-23,335	-23,335		-23,335	-23,335		-23,335
Contingency	5,617	4,421	10,038	10,038		10,038	10,038		10,038	10,038		10,038
Insurance Recharge	1,280	84	1,364	1,364		1,364	1,364		1,364	1,364		1,364
Public Health Saving	-425	425				0	0		0	0		0
Total Strategic Measures	-19,419	12,715	-6,704	-6,704	9,059	2,355	2,355	2,767	5,122	5,122	1,537	6,659
Contributions to/from reserves												
General Balances		1,000	1,000	1,000		1,000	1,000		1,000	1,000		1,000
Prudential Borrowing Costs	2,200	5,310	7,510	7,510		7,510	7,510		7,510	7,510		7,510
Budget Equalisation Reserve	0	2,754	2,754	2,754	1,532	4,286	4,286	-3,134	1,152	1,152	-2,472	-1,320
Budget Prioritisation Reserve	1,823	5,442	7,265	7,265	-5,442	1,823	1,823		1,823	1,823		1,823
Transformation Reserve	3,000	-3,000	0			0	0		0	0		0
Business Rates Reserve	1,519	-1,519	0			0	0		0	0		0
COVID - 19 Reserve	18,115	-26,550	-8,435	-8,435	2,093	-6,342	-6,342	3,182	-3,160	-3,160	1,017	-2,143
Demographic Risk Reserve	3,000	1,000	4,000	4,000		4,000	4,000		4,000	4,000		4,000
Collection Fund Reserve	0					0	0		0	0		0
Redundancy Reserve	2,000	-2,000				0	0		0	0		0
Insurance Reserve	0		0	0		0	0		0	0		0
Total Contributions to/from reserves	31,657	-17,563	14,094	14,094	-1,817	12,277	12,277	48	12,325	12,325	-1,455	10,870
Budget Shortfall	0	0	0	0	-5,448	-5,448	-5,448	-2,213	-7,661	-7,661	-1,464	-9,125
Net Operating Budget	493,770	24,367	518,137	518,137	19,069	537,206	537,206	18,097	555,303	555,303	19,459	574,762

(1) Adjustment for inflation and other items that have not yet been allocated by Directorate including demography, demand and priorities

Medium Term Financial Strategy 2022/23 - 2025/26

Financing

	2022/23			INDICATIVE POSITION								
				2023/24			2024/25			2025/26		
	Proposed Budget £000	Proposed Allocation £000	Proposed Budget £000	Proposed Base Budget £000	Proposed Allocation £000	Proposed Budget £000	Proposed Base Budget £000	Proposed Allocation £000	Proposed Budget £000	Proposed Base Budget £000	Proposed Allocation £000	Proposed Budget £000
Net Operating Budget	493,770	24,367	518,137	518,137	19,069	537,206	537,206	18,097	555,303	555,303	19,459	574,762
Funded by:												
Government Grant												
- Revenue Support Grant	0		0	0		0	0		0	0		0
- S31 Business Rate Reliefs	-21,908	16,581	-5,327	-5,327	990	-4,338	-4,338	990	-3,348	-3,348		-3,348
- Business Rates Top-up	-40,546		-40,546	-40,546	1,922	-38,625	-38,625	1,908	-36,717	-36,717	-738	-37,455
Total Government Grant	-62,454	16,581	-45,873	-45,873	2,911	-42,962	-42,962	2,897	-40,065	-40,065	-738	-40,803
Business Rates												
- Business Rates local share	-34,468		-34,468	-34,468	906	-33,563	-33,563	893	-32,670	-32,670	-657	-33,327
- Collection Fund Surplus/Deficit	17,379	-17,379	0	0		0	0		0	0		0
Total Business Rates	-17,089	-17,379	-34,468	-34,468	906	-33,563	-33,563	893	-32,670	-32,670	-657	-33,327
Council Tax Surpluses	-6,294	4,294	-2,000	-2,000	-2,000	-4,000	-4,000		-4,000	-4,000		-4,000
Care Leavers Discount	21		21	21		21	21		21	21		21
COUNCIL TAX REQUIREMENT	407,954	27,863	435,817	435,817	20,886	456,703	456,703	21,887	478,589	478,589	18,064	496,653
Council Tax Calculation												
Council Tax Base			263,874			268,492			273,190			277,971
Council Tax (Band D equivalent)			£1,651.61			£1,700.99			£1,751.85			£1,786.71
Increase in Council Tax (precept)			6.8%			4.8%			4.8%			3.8%
Increase in Band D Council Tax			4.99%			2.99%			2.99%			1.99%

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

Directorate	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
Previously Agreed Pressures & Investments					
Adult Services	9,839	0	0	0	9,839
Children's Services	2,716	-1,420	-945	0	351
Public Health	47	48	0	0	95
Environment & Place	-255	-750	0	0	-1,005
Commercial Development, Assets & Investments	-1,339	-510	0	0	-1,849
Customers, Organisational Development & Resources	-645	0	0	0	-645
Total Previously Agreed Pressures & Investments	10,363	-2,632	-945	0	6,786
New Pressures					
Adult Services	4,400	0	0	0	4,400
Children's Services	3,010	447	343	381	4,181
Public Health	0	0	0	0	0
Environment & Place	3,365	-1,378	-328	22	1,681
Customers, Organisational Development & Resources	808	0	0	0	808
Commercial Development, Assets & Investments	120	500	0	0	620
Total New Pressures	11,703	-431	15	403	11,690
New Investments					
Adult Services	2,250	1,040	1,040	0	4,330
Children's Services	550	-180	0	0	370
Public Health	355	-250	0	0	105
Environment & Place	1,249	-465	-79	-128	577
Customers, Organisational Development & Resources	761	150	19	19	949
Commercial Development, Assets & Investments	1,057	-265	0	0	792
Total New Investments	6,222	30	980	-109	7,123
Total Pressures and Investments	28,288	-3,033	50	294	25,599
Previously Agreed Savings					
Adult Services	-65	0	0	0	-65
Children's Services	-411	0	0	0	-411
Public Health					
*£0.378m in 2022/23 includes a £0.425m saving which is a Contribution from Reserves falling out in 2022/23. This has been transacted in Strategic Measures and does not show in the Directorate budget.					
	378	-48	0	0	330
Environment & Place	-2,585	-579	-678	-160	-4,002
Commercial Development, Assets & Investments	-1,777	-245	0	0	-2,022
Customers, Organisational Development & Resources	-200	0	0	0	-200
Total Previously Agreed Savings	-4,660	-872	-678	-160	-6,370

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

Directorate	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
New Savings and Funding Increases					
Adult Services	-5,530	-250	-350	0	-6,130
Children's Services					
*£1.803m in 2022/23 does not include an additional £0.23m held in Strategic Measures as an un-ringfenced grant. This has been transacted in Strategic Measures and does not show in the Directorate budget.	-1,803	233	0	0	-1,570
Public Health	-355	250	0	0	-105
Environment & Place	-3,680	1,850	-350	0	-2,180
Customers, Organisational Development & Resources	-441	-99	249	0	-291
Commercial Development, Assets & Investments	-924	0	0	0	-924
Total New Savings	-12,733	1,984	-451	0	-11,200
Total Savings	-17,393	1,112	-1,129	-160	-17,570
Inflation to be allocated	8,400	7,400	7,100	7,300	30,200
Demography to be allocated		13,762	14,656	14,424	42,842
Health & Social Care Levy to be allocated	1,650				1,650
Total to be allocated to Directorates	10,050	21,162	21,756	21,724	74,692
Total Previously Agreed Directorate Changes	5,703	-3,504	-1,623	-160	416
Total Directorate Changes	20,945	19,241	20,677	21,858	82,721

Adult Services - Previously Agreed and New Pressures, Investments and Savings

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

Adult Services - Previously Agreed and New Pressures, Investments and Savings

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

Adult Services - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
20AD17U	Service Review: Saving 20AD17 was reprofiled to reflect updated timescale for the implementation of commercial changes relating to the way the council commissions care home placements. The final year of the three year phasing reflects turnover of placements and ability to move to block contracting arrangements as existing spot placements come to an end. (links to 20AD17)	-334				-334
22AS2	Increase funding for mental health to reflect agreed activity levels	1,503				1,503
	Total Previously Agreed Pressures & Investments	9,839	0	0	0	9,839
	New Pressures & Investments					
	New Pressures					
23AS1	Care Market Sustainability - additional inflation provision post COVID-19 pandemic	4,400				4,400
	Total New Pressures	4,400	0	0	0	4,400

Adult Services - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	New Investments					
23AS2	Long term COVID-19 Infection Control Requirements after grant funding assumed to finish in 2021/22 - based on increased staffing recruitment and retention, cost of PPE as free issue is withdrawn and new testing requirements. Estimate of ongoing costs is based on taking 15% of the current Infection Control Grant provided in 2021/22. Funding in short run proposed to be met from COVID-19 Reserve.		890	890		1,780
23AS3	Health & Social Care Bill: Assurance Preparation - new duty to achieve high quality care outcomes. This will be monitored and reviewed by Care Quality Commission against new KPIs	250				250
23AS4	Promoting Independence - Community Capacity; leveraging strengths of micro providers who fill the gaps between registered home care and informal home support providing a more cost effective, better value service to complement / supplement the core provision.	100				100
23AS5	Employment & Wellbeing - Community Carers / Connectors - support clients with a learning disability, to enable them to take part in their communities more independently. They are supported to find volunteering roles, and/or leisure activities, according to their interests until they feel confident to continue on their own.	150	150	150		450

Adult Services - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
23AS6	National Autism Strategy - preparatory work in readiness for the new strategy plan for 2021 to 2026 aiming to improve across 6 key areas: understanding and acceptance; providing /extending access to education and transition to adulthood; support into employment; tackling health and care inequalities; building community and inpatient care; improving support within the justice systems	100				100
23AS7	Positive Behaviours Safety (PBS) - refocussing the PBS model with the objective of enhancing the quality of life for people who display behaviour that challenges and those who care for them. The objective is to grow and extend the range of adaptive behaviours and as a base to develop potential to achieve more positive life opportunities.	220				220
23AS8	System Design for Care Accounts extended to cater for the Build Back Better requirements.	150				150
23AS9	Multi Disciplinary Team Homefirst system - automated shift planning and rota management	150				150
23AS10	Implement new Dynamic Purchasing and Brokerage system	150				150
23AS11	Develop system Interfaces between the council & NHS / Oxfordshire Clinical Commissioning Group	180				180
23AS12	Increase the initial % of disability benefits the council allows for disability related expenses when undertaking financial assessments for contributions towards assessed care needs	800				800
	Total New Investments	2,250	1,040	1,040	0	4,330

Adult Services - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	Total Pressures & Investments	16,489	1,040	1,040	0	18,569
	Savings					
	Previously Agreed Savings					
22AS14	Anticipated savings from changing the systems used for tracking home support visits as part of the implementation of the new Live Well at Home arrangements in 2021/22.	-125				-125
22AS22	One – off project funding (in reserves) was used to support expenditure in 2021/22. This one - off funding falls out from 2022/23.	60				60
	Total Adult Services Previously Agreed Savings	-65	0	0	0	-65
	Savings					
23AS13	Out of Area Placements - Bring people back to Oxfordshire to improve outcomes and increase the utilisation of supported accommodation.	-400	-250	-350		-1,000
23AS14	Block Bed Utilisation - Residential & Nursing The service has a Block Contract for Residential and Nursing Care which operates to a utilisation KPI target of 95%. The proposal is to increase the target by 3% to 98%+ utilisation by better planning, monitoring, tracking and control.	-1,248				-1,248

Adult Services - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
23AS15	Supported Accommodation Block Utilisation - Live Well & Start Well Increase the utilisation of supported accommodation from the current 95% occupancy by 3% to 98% through: - Better management of resources - Implementing more effective contract mechanisms through dynamic framework arrangements - Making better use of our existing properties for new placements	-182				-182
23AS16	Reduction in Demand Pressure - further 1% reduction in demand pressures and reduction in vacancies etc	-1,800				-1,800
23AS17	Review Block Contract for Care Home Beds Reprofile the service's main contract to increase number of Nursing and reduce number of Residential Beds and save on cost of expensive 'Spot ' purchased Nursing Care beds	-600				-600
23AS18	Adjust existing planned demographic growth	-200				-200
23AS19	Supported Accommodation - Five year programme to invest in supported and demntia care accommodation and New Dynamic Framework to implement standard and ceiling rates	-1,100				-1,100
	Total New Savings	-5,530	-250	-350	0	-6,130
	Total Savings	-5,595	-250	-350	0	-6,195
	Total Net Position	10,894	790	690	0	12,374

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

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

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

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

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

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	New Pressures & Investments					
	New Pressures					
23CS1	Special Educational Needs (SEN) Casework Team - An annual 10-12% increase in demand for Education Health & Care Plans (EHCPs) and the number of approved EHCPs which require an annual review has created a pressure across the SEN service including case workers, educational psychologists, quality and advocacy support. Additional capacity is needed to ensure quality and timeliness are in line with expected standards. Efficiencies of £0.100m per annum are planned for 2023/24 and 2024/25 and included within these pressures. Some of the pressure will be funded by the COVID-19 reserve in 2022/23 and 2023/24.	895	388	343	281	1,907
23CS2	Special Educational Needs & Disabilities (SEND) Commissioning and Brokerage Team - additional dedicated commissioning capacity for SEND placement spend of circa £25m per annum.	291	-41	-100		150

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

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
23CS3	Leaving Care & Unaccompanied Children Demographic Pressures: as a result of an increase in the number of children the council cares for over recent years there is now a pressure within the leaving care services as these children turn 18. The recent changes to the National Transfer Scheme are also expected to significantly increase the number of unaccompanied children the council cares for. These increases mean additional management capacity is needed.	63				63
23CS4	Personal Advisors x 2.5FTE: It is anticipated that there will be an additional 111 care leavers by March 2022. Some of this increase can be met within existing resources, but this pressure enables the service to meet this demand while maintaining a case holding of 22.	111				111

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

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
23CS5	<p>Children's Placement Demography and Price Inflation - increase to existing planned demography of £4.0m. COVID-19 has had an impact in this area due to more children being in placements than expected, for longer periods of time, along with an unusually large increase in the unit price for a placement. The demographic increases link to delays in courts and changes in individual circumstances resulting in children spending longer in care than they may have done. It is assumed the price inflation returns to usual rates from 2022/23.</p> <p>Demography is reviewed on an annual basis and adjustments will be made in future years to reflect any changes.</p>	1,150	100	100	100	1,450
23CS6	A reduction in the contribution to support service overheads from the High Needs Dedicated School Grant (DSG) following a review to ensure this is proportional, and to reflect the policy to reduce the overspend within the High Needs DSG block (£0.500m reduction impacts on recharges for CDAI and CODR)	0				0
23CS7	Review of High Needs DSG funding for Education funded Children's Social Care placements, to reduce the overspend within the High Needs DSG block.	500				500
	Total New Pressures	3,010	447	343	381	4,181

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

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	New Investments					
23CS8	<p>Pause works with women who have experienced multiple removals of children from their care. Through intensive relationship-based programmes women take a pause in pregnancy and break destructive cycles that cause both them and their children deep trauma. As a result they experience improved mental and physical health, improved employment and housing outcomes and a reduction in domestic abuse and substance misuse, as well as improved relationships with children who have been removed from their care or the ability to experience a positive ending.</p> <p>To date this project has been grant funded (DfE and Troubled Families), however to continue beyond November 2022 council funding is required. The 2022/23 pressure of £0.078m will be funded by earmarked reserves.</p>		320			320
23CS9	Gypsy and Traveller Services Children's Support Officer	50				50
23CS17	Develop active travel plans & green travel	500	-500			0
	Total Investments	550	-180	0	0	370
	Total Pressures & Investments	6,276	-1,153	-602	381	4,902

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

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	Savings					
	Previously Agreed Savings					
20CH15/ 20CH21	Savings arising from a review of third party spend - commissioning to review contracts , collaboration with providers etc to provide appropriate placements and support to children and provide best value.	-250				-250
22CS26	Savings arising from the step down from residential care to enhanced fostering provision	-463				-463
22CS27	Fall out of one off reduction of contribution to Adopt Thames Valley in 2021/22.	150				150
22CS32	Youth Justice Service redesign of senior management structure and Substance Misuse services.	59				59
22CS35	Fall out of government grant funding in 2021/22 for troubled families posts	83				83
22CS38	Training	10				10
	Total Previously Agreed Savings	-411	0	0	0	-411
	New Savings					
23CS10	Troubled Families grant will continue for a further year	-83	83			0
23CS11	Temporary use of COVID-19 and Afghan Resettlement grant funding for employee costs.	-50	50			0
23CS12	The academy and new school budget is expected to underspend on a one - off basis in 2022/23 due to the current lower number of academy conversions.	-100	100			0

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

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
23CS13	Home to school transport represents a significant proportion of the councils overall budget for Education and Services for children. We will be reviewing how this money is spent including: -Adjusting the price of the spare seat scheme to reflect the increasing cost of providing this service -Reviewing areas of discretionary spend and adapting policies to bring the Oxfordshire transport offer more in-line with other parts of the Country -Optimising our routes to reduce emissions and make savings -Running our services more efficiently and ensuring eligibility is tightly managed	-1,000				-1,000
23CS14	Use an element of the Supporting Families Grant to support the funding of the Locality Community Support Service	-230				-230
23CS15	Using the recently announced Holiday Activities funding (£200m nationally in 2022/23, Oxfordshire share estimated to be between £0.5m to £1.0m) to support our youth offer. Allows a proportion of the budget for youth to be saved.	-150				-150
23CS16	Additional on-going savings on travel costs following COVID-19.	-190				-190
	Total New Savings	-1,803	233	0	0	-1,570
	Total Savings	-2,214	233	0	0	-1,981
	Total Net Position	4,062	-920	-602	381	2,921

Public Health - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	Previously Agreed Pressures & Investments					
21PH3	Estimated Public Health funded staff salary inflation (to be met from Public Health grant funding)	47	48			95
	Total Previously Agreed Pressures & Investments	47	48	0	0	95
	New Pressures & Investments					
	New Pressures	0	0	0	0	0
	New Investments					
23PH1	Sexual Health - clear the backlog of Long Acting Reversible Contraception and to meet additional demand outside of Primary Care settings specifically targeted to targeted areas of deprivation.	140	-140			0
23PH2	NHS Health Checks - clear the backlog of health checks and provide health checks through alternative service providers outside of Primary Care settings specifcally targeted to areas of deprivation and specific patient groups who are more at risk of CVD or who have been traditionally less likely to access services.	110	-110			0
23PH3	Sustance Misuse - support criminal justice pathways preventing further offending behaviour	50				50
23PH4	Addressing Childhood obesity - contribute to initiatives to reduce sedentary behaviour and obesity in children	55				55
	Total New Investments	355	-250	0	0	105

Public Health - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
	Total Pressures & Investments	402	-202	0	0	200
	Savings					
	Previously Agreed Savings					
21PH16 & 22PH11	Use the Public Health reserve to manage the overall impact of pressures and savings for Public Health within the ringfenced grant funding.	13	-33			-20
21PH8	Jubilee House - review and halve hot desk provision for council staff when current arrangements end in November 2022. Retain 8 desks.	-10	-15			-25
21PH15/ 19PPH1	A contribution of £0.425m from the Public Health Reserve supported public health eligible spend within the Family Safeguarding model in Children's Services in each of 2020/21 and 2021/22. This contribution falls out from 2022/23. (Linked to 21CS21)	425				425
22PH10	Review Drugs and Alcohol service provision	-50				-50
	Total Previously Agreed Savings	378	-48	0	0	330
	New Savings					
23PH5	Sexual Health. A one-off underspend in 2021/22 will be used to support additional activity 2022/23 on a one - off basis.	-140	140			0
23PH6	NHS Health Checks - A one-off underspend in 2021/22 will be used to support additional activity 2022/23 on a one - off basis.	-110	110			0

Public Health - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
23PH7	Sustance Misuse - efficiencies in community and healthcare services	-50				-50
23PH8	Efficiencies in Obesity and Physical activity budgets	-55				-55
	Total New Savings	-355	250	0	0	-105
	Total Savings	23	202	0	0	225
	Total Net Position	425	0	0	0	425

Environment & Place - Previously Agreed and New Pressures, Investments and Savings

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

Environment & Place - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
20COM1	Street Lighting - Energy and Maintenance Costs	150				150
20COM2	Street Lighting - Borrowing Costs of replacement investment	780				780
21COM24	Changes to manage the staged fall out of a two year reduction to the drawdown from the Parking Account.	-300	-450			-750
	Total Previously Agreed Pressures & Investments	-255	-750	0	0	-1,005
	New Pressures & Investments					
	New Pressures					
23EP1	Environment and Place redesign saving will be a staggered restructure starting with the management team and working its way down the directorate structure to optimise the efficiency and effectiveness of the teams. Links to saving 22EP03.	750	-750			0
23EP2	The Infrastructure Delivery Team provides project management and other support for the delivery of the Growth Deal, Housing Infrastructure Fund and other major projects. Because the work does not relate to specific schemes these costs cannot be funded through the capital programme.	1,300				1,300
23EP3	Reprofiling of the LED replacement streetlighting programme due to unavoidable supply chain disruption. Overall, the programme should now over-achieve energy and cost savings commitments. (Links to 18EE10/ 19COM4/ 19COM14/20COM12/ 21COM26)	1,000	-1,000	-600		-600

Environment & Place - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
23EP4	Recycling and Gully treatment project savings at the Drayton Highways Depot not now achievable (22EP26)	120	50	250		420
23EP5	Increased contribution to the Regional Flood Co-ordination Committee Levy	45	22	22	22	111
23EP6	Planning process digitisation project (21COM8) has been completed and savings of £0.150m have been achieved a year earlier than planned. Increased volume of planning applications means on-going costs have increased. This project has been completed as far as it can be. However, due to the increasing volume of applications being recieved, although efficiently processed, service cannot progress the project to realise cashable savings only that they can do more withing the budget the service originally had. This means that the investment budget can be realised but the cahshable saving cannot be further achieved.	-150	300			150
23EP7	Broad Street Pedestrianisation - reduction in Pay and Display Income	300				300
	Total New Pressures	3,365	-1,378	-328	22	1,681
	New Investments					
23EP8	Flood Prevention and Surface Water Management Related bids – supporting future Flood Risk, Strategy and Partnership work	196				196
23EP9	Contribution to New Local Nature Partnership	25				25

Environment & Place - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
23EP10	Environmental and Community bids - supporting the expansion in capacity to prepare for the Environment Bill, develop the Nature Recovery Strategy and greater support for Community Action Groups	242		-50		192
23EP11	Increase capacity to develop pipeline and contract delivery of projects to support the Zero Carbon Infrastructure	66	-2		-64	0
23EP12	Delivery of Pathways to a Zero Carbon Oxfordshire - one - off capacity to develop roadmap and support partnership working	90	-70	-20		0
23EP13	Increase on-going capacity to deliver the Electric Vehicle policy and strategy	87				87
23EP14	Provide capacity to ensure Oxfordshire is "Grid ready", developing Energy System planning and flexibility trials.	66	7	-9	-64	0
23EP15	Increase capacity to manage Community Climate Outreach Programme	77				77
23EP26	Adjustment to investments to reflect that some of these investments will start part way through 2022/23	-200	200			0
23EP27	Resource to support development of Oxfordshire Rail Feasibility Strategy	250	-250			0
23EP28	Safe Crossings and Active Travel and additional capacity for workplace charging (assumes agency rates for 3 FTE for 1 year)	350	-350			0
	Total New Investments	1,249	-465	-79	-128	577
	Total Pressures & Investments	4,359	-2,593	-407	-106	1,253

Environment & Place - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	Previously Agreed Savings					
21COM13	Fall out of one-off drawdown from S106 penalty monies (offsets 21COM3)	400				400
21COM12	New charge for natural environment advice on planning consultations/applications (linked to 21COM11)	-10				-10
18EE10/ 19COM4/ 19COM14/20 COM12/ 21COM26	Savings from reduced energy and maintenance costs relating to Street Lighting following the delivery of the LED replacement programme	-1,680				-1,680
20COM14/21 COM23	Integrated Transport Unit - re-profiling of delayed cost savings	-400				-400
22EP04	Savings arising from realigning resources and priorities of the Street works permit system.	-305				-305
22EP05	Additional anticipated income from charges to developers. Appropriate charges for services undertaken for developers that attract a relevant external fee.	-249				-249
22EP18	Additional anticipated income from charges to developers. Appropriate charges for services undertaken for developers that attract a relevant external fee (road agreements).	-344	-274	-278		-896
22EP06	Improved recycling facilities at Drayton Highways Depot for tar bound materials and gully waste reducing disposal costs	-120	-50	-250		-420

Environment & Place - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
22EP07	Highway Routine and Reactive Maintenance - Improvements to the management of defects to improve efficiency, enhance quality of repair, and reduce costs.	-100				-100
22EP09	Parking bay suspension - New charge for parking bay suspension to support the administration of them in addition to the loss of income already charged.	-2				-2
22EP10	Fleet management – Reduced costs and effort by consolidating contracts and managing collectively across directorate	-100		-100		-200
22EP11	Home to School contract management - Use of technology and improvements and automation of processes to reduce costs and effort required.	-350	-250	-50	-150	-800
22EP13	COMET fares - Increase the cost of fares to better recover the cost of operating the service but still ensuring charges are affordable.	-5	-5		-10	-20
22EP16	Waste Budget - Planned increase to waste budget to accommodate population growth.	430				430
22EP17	Fall out of one-off draw down from the Bus Service Operators Grant reserve.	250				250
	Total Previously Agreed Savings	-2,585	-579	-678	-160	-4,002

Environment & Place - Previously Agreed and New Pressures, Investments and Savings

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	New Savings					
23EP16	Waste Contract saving following negotiations on the Food and Green Waste contracts	-500				-500
23EP17	Review external income streams, for example, through Commuted Sums, Section 38 (Road Agreements), Section 278 (Highways works) and Section 106 (Developer Funding), to optimise use to fund eligible expenditure	-250				-250
23EP18	Moving Traffic New income introducing Part 6 powers relating to Civil Traffic Enforcement incl. Rising Bollards management	-130	-200	-250		-580
23EP19	Increased Fees and Charges - Oxford Pay and Display and additional Bus Lane Enforcement	-150	-150			-300
23EP20	Increase in Parking Bay Suspension income (22EP09)		-50			-50
23EP21	Increase in vacancy control and reduction in reliance on agency staff and some smaller combined non-staffing savings.	-150				-150
23EP22	Extend and increase use of one-off use of Bus Service Operators Grant	-250	250			0
23EP23	Additional on-street parking income	-150				-150
23EP24	One - off drawdown from commuted sums	-2,000	2,000			0
23EP25	Supported Transport budget - rebasing of service operation and staffing costs	-100		-100		-200
	Total New Savings	-3,680	1,850	-350	0	-2,180
	Total Savings	-6,265	1,271	-1,028	-160	-6,182
	Total Net Position	-1,906	-1,322	-1,435	-266	-4,929

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

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
	Previously Agreed Pressures & Investments					
21CDAI13	Phased fall out of the investment made in 2020/21 relating to work on Climate Action - a key part of the reduction in carbon relates to the Council's property portfolio.	-180	-60			-240
21CDAI5	Fall out of funding of a review of Hard Facilities Management Services.	-100	-100			-200
20COM7	Fall out of temporary funding of replacement costs of the Atrium Property database.	-15				-15
21CDAI10	Ongoing impact of Rates Revaluation	16				16
20COM6/ 20CDAI11	Ongoing impact of changes to Property utility costs.	140	-150			-10
21CDAI12	Phased fall out of £0.7m of investment in 2021/22 to bring the Council's Assets to a satisfactory operating level	-500	-200			-700
21CDAI14	Last year of the phased fall out of £0.3m funding agreed in 2020/21 relating to a pressure on the Joint Use Agreements.	-67				-67
20COM10	Increase share of Joint Control Centre costs - growth in volume (Fire & Rescue Service)	15				15
22CDAI13	Fall out of temporary funding related to delays to the implementation of changes to joint use agreements with leisure centres/other local authorities/school academies due to staffing capacity during the COVID-19 pandemic.	-648				-648
	Total Previously Agreed Pressures & Investments	-1,339	-510	0	0	-1,849

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

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
	New Pressures & Investments					
	New Pressures					
23CDAI1	On-going pressure related to joint use sports agreements with leisure. Pressure in 2022/23 will be funded from reserves on a one - off basis.		500			500
23CS6	A reduction in the contribution to support service overheads from the High Needs Dedicated School Grant (DSG) following a review to ensure this is proportional, and to reflect the policy to reduce the overspend within the High Needs DSG block (£0.500m reduction impacts on recharges for CDAI and CODR)	120				120
	Total New Pressures	120	500	0	0	620
	New Investments					
23CDAI2	New Green Deal - Support the procurement team and services to work with our Major suppliers to set and report on science based nature and climate targets (2 FTE reflecting scale of supply chain and potential impact)	106	35			141
23CDAI3	Recruitment & Retention Issues	229				229

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

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Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
23CDAI4	Increase in legal costs due to reliance upon Counsel (barrister provision) for Childcare work which has steadily increased both in terms of quantity and complexity over the last few years. Matters coming before the courts are becoming more involved which has resulted in the increased financial pressure.	243				243
23CDAI5	Increase Democratic Services and Scrutiny Capacity: 2 FTE Scrutiny Officers and 1 FTE Democratic Services Officer	179				179
23CDAI18	Community Buildings - implementation of rent holiday in 2022/23 and funding for repairs and maintenance. Policy will be reviewed during 2022/23 so that permanent arrangements can be put in place from 2023/24.	300	-300			0
	Total New Investments	1,057	-265	0	0	792
	Total Pressures & Investments	-162	-275	0	0	-437
	Savings					
	Previously Agreed Savings					
21CDAI9	Review of Catering Services - enhancing the service to enable it to develop a more commercially enhanced operating model with the introduction of a commercial manager and teams to provide a service to external organisations e.g. school academies / other authorities.	-100	-150			-250
21CDAI17	Reduction in costs due to Salix / potential borrowing relating to energy savings and repayments coming to an end	-44				-44

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

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
22CDAI1/2 22CDAI3	Transformational, efficiency and service specific saving initiatives will achieve total savings of £3.4m over 2021/22 and 2022/23.	-1,438				-1,438
20COM23	Increased income from anticipated extra demand (Fire & Rescue Service)	-10				-10
22CDAI5	Review of Mid-Level and Supervisory Leadership Level within the Fire & Rescue Service	-100	-50			-150
22CDAI6	Review of Wholetime Firefighter activity (prevention and protection)	-45	-45			-90
22CDAI7	Savings arising from the review of Fire & Rescue Service Business Support teams and Commercial Training Service	-25				-25
22CDAI12	Miscellaneous efficiency savings in Trading Standards	-15				-15
	Total Previously Agreed Savings	-1,777	-245	0	0	-2,022
	New Savings					
23CDAI6	Fire Cadets will be moved to a charitable status to allow better access to funding to allow growth in this area	-20				-20
23CDAI7	Reprofiling of budget in line with spend analysis and efficiencies through improved crewing management	-90				-90
23CDAI8	Savings from joint OCC/CDC managerial posts in Regulatory Services	-90				-90
23CDAI9	Traveller sites - increase recovery rent and utility costs recovery through improved systems	-15				-15
23CDAI10	Procurement - removal of vacant posts (2 x Grade 8, 1x Procurement & Contract Management Systems Analyst, 1x Procurement & Contract Management Intelligence Analyst)	-67				-67

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

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
23CDAI11	Electric Vehicle leases	-50				-50
23CDAI12	Self delivery on Hard Facilities Management	-100				-100
23CDAI13	Renegotiation to focus on new efficiencies with existing cleaning contracts	-170				-170
23CDAI14	Income Generation with new Cleaning Contracts	-100				-100
23CDAI15	Rollout out of digital post room solution	-100				-100
23CDAI16	Balance of Saving from Leadership Team Cost Centre	-33				-33
23CDAI17	Efficiencies arising through digital solutions	-89				-89
	Total New Savings	-924	0	0	0	-924
	Total Savings	-2,701	-245	0	0	-2,946
	Total Net Position	-2,863	-520	0	0	-3,383

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

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	Previously Agreed Pressures & Investments					
21COD07	Microsoft Licensing increase costs from 2022/23	300				300
22CODR1	The Councillor Priority fund allows elected members to support community projects and priorities in their local areas. £0.945m funding is available in 2021/22 and can be used by Councillors over two years, 2021/22 and 2022/23. This is equivalent to £15k per Councillor over the two years.	-945				-945
	Total Previously Agreed Pressures & Investments	-645	0	0	0	-645
	New Pressures & Investments					
	New Pressures					
23CODR1	Staffing & income pressures within Library Service	200				200
23CODR2	Pressure on History Service staffing budget from ongoing vacancy factor	13				13
23CODR3	Changes to the charging mechanism for the policy and communications team, who work jointly across Oxfordshire County Council and Cherwell District Council.	47				47
23CODR4	Finance - additional capacity to respond to on-going demand	168				168

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

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
23CS6	A reduction in the contribution to support service overheads from the High Needs Dedicated School Grant (DSG) following a review to ensure this is proportional, and to reflect the policy to reduce the overspend within the High Needs DSG block (£0.500m reduction impacts on recharges for CDAI and CODR)	380				380
	Total New Pressures	808	0	0	0	808
	New Investments					
23CODR5	Banbury Library - running costs for new library	50	150			200
23CODR6	Re-design and re-position the Organisational Development service to both build capacity and expertise as we continue to move forward with our organisational development and change programme to Deliver the Future Together	500				500
23CODR7	Establishment of 1 x new posts for engagement with local residents	56				56
23CODR8	Increase in the consultation and engagement supplies and services budget	25				25
23CODR9	Performance Management Business Systems			19	19	38
23CODR10	Capital Governance Review additional staffing - 2 FTE at G18 and G11	130				130
	Total New Investments	761	150	19	19	949
	Total Pressures & Investments	924	150	19	19	1,112

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

Ref	Description	2022/23	2023/24	2024/25	2025/26	Total
		£000	£000	£000	£000	£000
	Savings					
	Previously Agreed Savings					
22CODR6	Fall out of one-off saving from vacancy management across Strategy team	116				116
22CODR8	Fall out of one off saving from vacancy management in the Business & Customer Insight team.	39				39
22CODR19	ICT Transformation Saving	-250				-250
20COM19	Income from the new Strategic Transport Model.	-100				-100
20COM21	Cost recovery charges for services provided to Coroner's Service	-5				-5
	Total Previously Agreed Savings	-200	0	0	0	-200
	New Savings					
23CODR11	Pause Recruitment	-36	36			0
23CODR12	Reduction in Policy & Strategy budget	-10				-10
23CODR13	Removal of Performance & Insight training budget	-11				-11
23CODR14	Reduction in Performance & Insight IT budget	-5				-5
23CODR15	Temporary reduction in operational budget of the Performance & Insight team	-10		10		0
23CODR16	Establishment of a charged design and marketing service	-20				-20
23CODR17	Reduction in the History Service staffing budget	-18				-18
23CODR18	Reduction in stationery budget within Library Service	-70				-70
23CODR19	Refocus delivery of museum learning and access service	-16				-16
23CODR20	Reduction in the Music Service operational staffing budget	-77				-77

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

Ref	Description	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	Total £000
23CODR21	Proposed reduction in non - staff costs	-34				-34
23CODR22	Proposed increase in Income generating services - Registration Services	-15	15			0
23CODR23	Additional on-going savings on travel costs following COVID-19.	-30				-30
23CODR24	Temporary savings in supplies & contracts	-239		239		0
23CODR25	Reprofile part of previously agreed saving of £0.250m in 2022/23	150	-150			0
	Total New Savings	-441	-99	249	0	-291
	Total Savings	-641	-99	249	0	-491
	Total Net Position	283	51	268	19	621

COVID - 19 Pressures to be Funded from Reserves

Description		2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	Adult Services						
COVID12	Long term COVID-19 Infection Control Requirements after grant funding assumed to finish in 2021/22 - based on increased staffing recruitment and retention, cost of PPE as free issue is withdrawn and new testing requirements.	1,780	-890	-890			0
	Subtotal Adult Services	1,780	-890	-890	0	0	0
	Children's Services						
	<u>Education</u>						
COVID1	Special Educational Needs (SEN) Casework Team - An annual 10-12% increase in demand for Education Health & Care Plans (EHCPs) and the number of approved EHCPs which require an annual review has created a pressure across the SEN service including case workers, educational psychologists, quality and advocacy support. Additional capacity is needed to ensure quality and timeliness are in line with expected standards. Efficiencies of £0.100m per annum are planned for 2023/24 and 2024/25 and included within these pressures. Some of the pressure will be funded by the COVID-19 reserve in 2022/23 and 2023/24.	267	-134	-134			0
COVID2	Reduction in management by combining Early Years Teams across Education. Existing saving (22CS19) not achivable until 2024/25 as a result of COVID-19 pressures.	140		-140			0

COVID - 19 Pressures to be Funded from Reserves

Description		2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	<u>COVID-19 Demand Pressures</u>						
COVID3	Elective Home Education - An increase in numbers of families choosing to home educate has required an short-term investment in this service to support this.	84	-84				0
COVID4	Additional capacity to track children missing education reflecting increased demand for services	21	-21				0
	<u>Social Care</u>						
COVID5	Agency Staff - the proportion of permanent posts held by an agency social worker has increased during 2021/22 because of COVID-19 demand and other factors impacting on the availability of experienced social workers.	750	-375	-375			0
COVID6	Family Safeguarding Partership Team Savings - higher demand due to the COVID-19 pandemic means that it isn't possible to reduce teams in line with the original plan without a significant impact on caseloads. At present it is estimated there will be a two year delay, but this will be reviewed as demand changes. (links to 21CS21)	446	444		-446	-444	0
COVID7	Family Safeguarding Associated Savings The reduction in activity as a result of Family Safeguarding was expected to reduce activity in other services, such as Children we Care For Teams and the QA services. These will now be delayed.	140	246	-140	-246		0

COVID - 19 Pressures to be Funded from Reserves

Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
	£000	£000	£000	£000	£000	£000
	<u>COVID-19 - Additional Demand Pressures</u>					
COVID8	Multi Agency Safeguarding Hub - additional activity linked to COVID-19 demand.	624	-312	-312		0
COVID9	Family Safeguarding Partnership Teams - additional activity linked to COVID-19 demand.	350	-175	-175		0
COVID10	Fostering Project Savings - reprofile of existing saving 21CS26. Recruitment of foster carers has been challenging nationally since the start of the pandemic for both local authorities and fostering agencies.	588	49	-312	-325	0
	<u>High Needs DSG</u>					
COVID11	The modelling approach to Covid within Oxfordshire across all services has been to compare expected, annual growth patterns to growth seen through the pandemic. The excess growth is deemed to be as a result of the pandemic. Using this method there were an extra 74 plans issued, and applying costs based on the normal pattern of provisions, this results in an additional cost to High Needs.	1,200			-1,200	0
	Subtotal Children's Services	4,610	-362	-1,588	-1,017	0

COVID - 19 Pressures to be Funded from Reserves

Description		2022/23	2023/24	2024/25	2025/26	2026/27	Total
		£000	£000	£000	£000	£000	£000
	Environment & Place						
COVID13	Supported Transport digital contract management project (22EP11) has been delayed due to resources being diverted to support Home to School contract changes through the Pandemic.	350	-350				0
COVID14	On-going reduction in the use of the Pay and Display (COVID-19) and reduction in level of drawdown from Parking Account as a result of reduction in income.	800	-400	-400			0
	Subtotal Environment & Place	1,150	-750	-400	0	0	0

COVID - 19 Pressures to be Funded from Reserves

Description	2022/23	2023/24	2024/25	2025/26	2026/27	Total
	£000	£000	£000	£000	£000	£000
Commercial Development, Assets & Investment						
<u>Legal Services</u>						
COVID16 COVID-19 Compliance Pressures	25		-25			0
COVID17 Childcare Solicitor Provision	279		-279			0
Subtotal Commercial Development, Assets & Investment	304	0	-304	0	0	0
Customers, Organisational Development & Resources						
<u>Finance</u>						
COVID15 Capacity pressures as a result of the on-going response to COVID-19	91	-91				0
COVID18 <u>Local Council Tax Support Scheme</u>						
Anticipation of future emergency welfare demand – proposals to follow.	500				-500	0
Subtotal Customers, Organisational Development & Resources	591	-91	0	0	-500	0
TOTAL YEAR ON YEAR CHANGE	8,435	-2,093	-3,182	-1,017	-2,144	0
CUMULATIVE USE OF COVID-19 RESERVE	8,435	14,778	17,939	20,083	20,083	0

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Draft Council Tax and Precepts 2022/23

Council Tax Data

1. In order to set its budget for 2022/23, the council needs to calculate its council tax requirement. This is the amount that the council needs to raise from council tax to meet its expenditure after taking account of the income it will accrue from the following
 - (a) the amount to be received from specific grants.
 - (b) the amount to be received from Revenue Support Grant and the Business Rates Top Up under the Business Rates Retention Scheme.
 - (c) the amount to be received for the County Council's share of Non-Domestic Rating Income.
 - (d) any surpluses/shortfalls on the Council Tax Collection Funds and Business Rates Collection Funds for earlier years and the estimated position for the current year.
 - (e) the amount expected to be received from fees, charges and contributions.
2. In order to set its council tax for the forthcoming year, the council needs to calculate its council tax requirement and have available the council tax base, expressed in terms of Band D equivalent properties.
3. Based on the final information on funding and assuming a council tax requirement of **£435,816,474.70** as shown in the proposed Medium Term Financial Strategy (Section 4.1) the calculation of the Band D Council Tax for 2022/23 is as follows:

Council Tax Calculation 2022/23

	£m
County Council net expenditure after specific grants	512.810
Less: Revenue Support Grant	0.000
Business Rates Top Up	-40.546
Non-Domestic Rating Income	-34.468
Council Tax Collection Fund Adjustments	-1.979
Business Rates Collection Fund Adjustments	0.000
Council Tax Requirement (R)	435.817

Council Tax Base (assuming losses on collection) (T)	263,873.72
Band D Council Tax (R/T)	£1,651.61

The calculation of the council tax for the other bands is shown below in Table 1. Table 2 analyses the tax base over each district council area and allocates the estimated County Council precept to each area relative to their tax base.

Table 1**Council Tax by Property Band for Oxfordshire County Council**

Assuming a Band D council tax of £1,651.61, the council tax for other bands is as follows:

Property Band	Property Values	Band D Proportion	2022/23 £ p
A	Up to £40,000	6/9	1,101.07
B	Over £40,000 and up to £52,000	7/9	1,284.59
C	Over £52,000 and up to £68,000	8/9	1,468.10
D	Over £68,000 and up to £88,000	9/9	1,651.61
E	Over £88,000 and up to £120,000	11/9	2,018.63
F	Over £120,000 and up to £160,000	13/9	2,385.66
G	Over £160,000 and up to £320,000	15/9	2,752.68
H	Over £320,000	18/9	3,302.22

Table 2**Allocation of Precept to Districts**

The County Council precept (£435,816,474.70) is the sum of the council tax income required to fund the Council's budget.

District Council	Tax Base Number	Assumed Precept Due £ p
Cherwell	56,801.60	93,814,090.58
Oxford City	45,193.20	74,641,541.05
South Oxfordshire	60,343.70	99,664,258.36
Vale of White Horse	55,362.80	91,437,754.11
West Oxfordshire	46,172.42	76,258,830.60
TOTAL	263,873.72	435,816,474.70

Formal approval is required under the council tax legislation for:

- The County Council's precept, allocated to district councils pro rata to their share of the council tax base for the County Council;
- The council tax figures for the County Council for a Band D equivalent property and a calculation of the equivalent council tax figure for all other bands.

The information must be given to district councils by 1 March 2022.

Detailed Revenue Budget 2022/23

8 February 2022 - Council



Revenue Budget 2022/23
Summary

		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Other Virements	Budget 2022/23
		£000	£000	£000	£000	£000	£000	£000	£000
Children's Services	Expenditure	409,324	1,777	1,031	0	2,305	6,653	3	421,092
	Recharge Income	-7,720	-124	0	0	0	387	0	-7,457
	DSG income	-232,538	123,524	0	0	0	0	-2	-109,016
	Grant income	-16,176	-126,633	0	0	0	-60	1	-142,868
	Income	-13,931	132	0	0	0	-71	-2	-13,872
		138,959	-1,324	1,031	0	2,305	6,909	0	147,879
Adult Services	Expenditure	219,227	-584	516	0	9,774	3,112	2	232,048
	Recharge Income	-8,325	827	0	0	0	0	1	-7,497
	Grant income	-10,391	0	0	0	0	0	0	-10,391
	Income	-2,752	34	-25	0	0	0	-3	-2,746
		197,759	278	491	0	9,774	3,112	0	211,414
Public Health	Expenditure	31,697	1,343	0	0	0	0	0	33,040
	Recharge Income	-177	0	0	0	0	0	0	-177
	Grant income	-31,239	-440	0	0	0	0	0	-31,679
	Income	-51	-422	0	0	0	0	0	-473
		230	481	0	0	0	0	0	711
Enviroment & Place	Expenditure	112,546	-668	3,150	0	-325	3,105	0	117,808
	Recharge Income	-29,718	65	-703	0	-1,300	1,000	-1	-30,657
	Grant income	-1,022	486	0	0	0	-250	0	-786
	Income	-20,765	7	-130	0	-1,215	-1,625	1	-23,727
		61,041	-110	2,317	0	-2,840	2,230	0	62,638
Customers, Organisational Development & Resources	Expenditure	50,003	-175	162	0	-745	1,497	2	50,744
	Recharge Income	-6,203	497	0	0	0	359	-1	-5,348
	Grant income	-1,709	-209	0	0	0	0	1	-1,917
	Income	-8,836	655	-42	0	-100	32	-2	-8,293
		33,255	768	120	0	-845	1,888	0	35,186
Commerical Development, Assets & Investments	Expenditure	62,795	52	12	0	-3,106	941	0	60,694
	Recharge Income	-6,926	231	0	0	0	-150	-1	-6,846
	Grant income	-1,401	0	0	0	0	0	0	-1,401
	Income	-4,180	-345	-4	0	-10	-15	1	-4,553
		50,288	-62	8	0	-3,116	776	0	47,894

Revenue Budget 2022/23
Summary

		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Other Virements	Budget 2022/23
		£000	£000	£000	£000	£000	£000	£000	£000
Strategic Measures and Contributions to/from Reserves	Expenditure	63,630	-579	4,433	0	16,987	592	-26,544	58,520
	Recharge Income	-3,937	0	0	0	425	0	0	-3,512
	Grant income	-38,751	548	0	7,215	0	-230	0	-31,218
	Income	-8,704	0	0	0	-2,671	-2,671	0	-11,375
		12,238	-31	4,433	7,215	14,741	-2,309	-26,544	12,415
OxLEP	Expenditure	2,002	0	0	0	0	0	0	2,002
	Recharge Income	-314	0	0	0	0	0	0	-314
	Grant income	-1,605	0	0	0	0	0	0	-1,605
	Income	-83	0	0	0	0	0	0	-83
		0	0	0	0	0	0	0	0
Net Operating Budget		493,770	0	8,400	7,215	20,019	12,606	-26,544	518,137
General Government Grant	Grant income	-62,454	0	0	16,581	0	0	0	-45,873
Business Rates from District Councils	Other Income	-17,089	0	0	0	0	0	-17,379	-34,468
Collection Fund Surpluses/Deficits	Other Income	-6,294	0	0	0	0	0	4,294	-2,000
Care Leavers Discount	Other Income	21	0	0	0	0	0	0	21
COUNCIL TAX REQUIREMENT		407,954	0	8,400	23,796	20,019	12,606	-39,629	435,817
	Expenditure	951,224	1,166	9,304	0	24,890	15,900	-26,537	975,947
	Recharge Income	-63,320	1,496	-703	0	-875	1,596	-2	-61,808
	DSG income (*)	-232,538	123,524	0	0	0	0	-2	-109,016
	Grant income	-164,748	-126,248	0	23,796	0	-540	2	-267,737
	Other Income	-82,664	61	-201	0	-3,996	-4,350	-13,090	-101,569
COUNCIL TAX REQUIREMENT		407,954	0	8,400	23,796	20,019	12,606	-39,629	435,817

(*) Notes

1. DSG = Dedicated Schools Grant.

Revenue Budget 2022/23
Children's Services

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Proposed Virements	Budget 2022/23
				£000	£000	£000	£000	£000	£000	£000	£000
CEF1	CEF1	<u>EDUCATION & LEARNING</u>									
CEF1-1	CEF1-1	Management & Central Costs (including administration)	expenditure	2,043	-200	0	0	0	168	0	2,011
			recharge Income	0	0	0	0	0	0	0	0
			DSG income	-820	0	0	0	0	0	0	-820
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				1,223	-200	0	0	0	168	0	1,191
CEF1-2	CEF1-2	SEND Service	expenditure	60,486	666	0	0	0	2,943	-2	64,093
			recharge Income	-774	153	0	0	0	177	0	-444
			DSG income	-54,376	192	0	0	0	-500	0	-54,684
			grant income	0	-1,063	0	0	0	0	0	-1,063
			income	-1,294	55	0	0	0	0	-1	-1,240
				4,042	3	0	0	0	2,620	-3	6,662
CEF1-3	CEF1-3	Learning & School Improvement	expenditure	5,727	-231	62	0	0	50	-2	5,606
			recharge Income	-1,402	3	0	0	0	0	0	-1,399
			DSG income	-1,380	-3	0	0	0	0	0	-1,383
			grant income	-1,249	-277	0	0	0	0	1	-1,525
			income	-140	0	0	0	0	0	0	-140
				1,556	-508	62	0	0	50	-1	1,159
CEF1-4	CEF1-4	Access to Learning (Including Home to School Transport recharge)	expenditure	29,730	0	702	0	1,300	-593	1	31,140
			recharge Income	-351	1	0	0	0	0	-1	-351
			DSG income	-3,776	0	0	0	0	0	0	-3,776
			grant income	0	0	0	0	0	0	0	0
			income	-7	0	0	0	0	0	-1	-8
				25,596	1	702	0	1,300	-593	-1	27,005
CEF1-5	CEF1-5	Learner Engagement	expenditure	2,936	92	0	0	0	86	1	3,115
			recharge Income	-54	54	0	0	0	0	0	0
			DSG income	-2,439	-95	0	0	0	0	-1	-2,535
			grant income	0	0	0	0	0	0	0	0
			income	-222	-50	0	0	0	0	0	-272
				221	1	0	0	0	86	0	308
		SUBTOTAL EDUCATION & LEARNING		32,638	-703	764	0	1,300	2,331	-5	36,324

Revenue Budget 2022/23
Children's Services

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
CEF2	CEF2	<u>CHILDREN'S SOCIAL CARE</u>									
CEF2-1	CEF2-1	Management & Central Costs (including administration)	expenditure recharge Income DSG income grant income income	6,137 -37 0 0 -65	48 0 0 0 65	2 0 0 0 0	0 0 0 0 0	-1,006 0 0 0 0	58 -20 0 0 0	-2 0 0 0 0	5,237 -57 0 0 0
				6,035	113	2	0	-1,006	38	-2	5,180
CEF2-2	CEF2-2	Social Care	expenditure recharge Income DSG income grant income income	30,009 -178 0 -1,947 -30	1,063 -138 0 0 0	0 0 0 0 0	0 0 0 0 0	-786 0 0 0 0	2,516 -270 0 -60 0	2 0 0 0 0	32,804 -586 0 -2,007 -30
				27,854	925	0	0	-786	2,186	2	30,181
		SUBTOTAL CHILDREN'S SOCIAL CARE		33,889	1,038	2	0	-1,792	2,224	0	35,361
CEF3	CEF3	<u>CHILDREN'S SOCIAL CARE</u> <u>COUNTYWIDE SERVICES</u>									
CEF3-1	CEF3-1	Corporate Parenting	expenditure recharge Income DSG income grant income income	57,292 -3,372 0 -348 -597	-429 0 0 0 0	264 0 0 0 0	0 0 0 0 0	2,494 0 0 0 0	1,704 500 0 0 0	0 0 0 0 0	61,325 -2,872 0 -348 -597
				52,975	-429	264	0	2,494	2,204	0	57,508
CEF3-2	CEF3-2	Safeguarding	expenditure recharge Income DSG income grant income income	4,473 -189 -64 0 -150	-749 103 0 0 -21	0 0 0 0 0	0 0 0 0 0	92 0 0 0 0	195 0 0 0 0	3 0 0 0 0	4,014 -86 -64 0 -171
				4,070	-667	0	0	92	195	3	3,693
CEF3-3	CEF3-3	Services for Disabled Children	expenditure recharge Income DSG income grant income income	8,985 -10 0 0 0	-2 0 0 0 0	1 0 0 0 0	0 0 0 0 0	115 0 0 0 0	128 0 0 0 -71	1 0 0 0 0	9,228 -10 0 0 -71

Revenue Budge 2022/23
Children's Services

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
CEF3-4	CEF3-4	Youth Justice & Exploitation Service	expenditure	8,975	-2	1	0	115	57	1	9,147
			recharge Income	1,537	-1	0	0	96	-9	0	1,623
			DSG income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	-548	0	0	0	0	0	0	-548
				-227	0	0	0	0	0	0	-227
				762	-1	0	0	96	-9	0	848
		SUBTOTAL CHILDREN'S SOCIAL CARE COUNTYWIDE SERVICES		66,782	-1,099	265	0	2,797	2,447	4	71,196
CEF4	CEF4	<u>SCHOOLS</u>									
CEF4-1	CEF4-1	Delegated Budgets	expenditure	154,348	2,079	0	0	0	0	0	156,427
			recharge Income	-1,353	-300	0	0	0	0	1	-1,652
			DSG income	-129,712	123,430	0	0	0	0	0	-6,282
			grant income	-12,084	-125,293	0	0	0	0	0	-137,377
			income	-11,199	83	0	0	0	0	0	-11,116
				0	-1	0	0	0	0	1	0
CEF4-2	CEF4-2	Early Years Funding Formula	expenditure	34,780	0	0	0	0	0	0	34,780
			recharge Income	0	0	0	0	0	0	0	0
			DSG income	-34,780	0	0	0	0	0	0	-34,780
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0
CEF4-3	CEF4-3	Non-Delegated Schools Costs	expenditure	972	-1	0	0	0	0	1	973
			recharge Income	0	0	0	0	0	0	0	0
			DSG income	-756	0	0	0	0	0	-1	-757
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				216	-1	0	0	0	0	0	216
CEF4-4	CEF4-4	Schools Support Service Recharges	expenditure	2,349	133	0	0	0	-500	0	1,982
			recharge Income	0	0	0	0	0	0	0	0
			DSG income	-2,349	-133	0	0	0	500	0	-1,982
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0

Revenue Budge 2022/23
Children's Services

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Proposed Virements	Budget 2022/23
				£000	£000	£000	£000	£000	£000	£000	£000
CEF4-5	CEF4-5	Capitalised Repairs & Maintenance	expenditure	1,567	0	0	0	0	0	0	1,567
			recharge Income	0	0	0	0	0	0	0	0
			DSG income	-1,567	0	0	0	0	0	0	-1,567
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0
		SUBTOTAL SCHOOLS		216	-2	0	0	0	0	1	216
CEF5	CEF5	<u>CHILDREN'S SERVICES' CENTRAL COSTS</u>									
CEF5-1	CEF5-1	Management, Admin & Central Support	expenditure	1,431	-13	0	0	0	-93	0	1,325
			recharge Income	0	0	0	0	0	0	0	0
			DSG income	-386	0	0	0	0	0	0	-386
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				1,045	-13	0	0	0	-93	0	939
CEF5-2	CEF5-2	Premature Retirement Compensation	expenditure	3,434	-191	0	0	0	0	0	3,243
			recharge Income	0	0	0	0	0	0	0	0
			DSG income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				3,434	-191	0	0	0	0	0	3,243
CEF5-3	CEF5-3	Joint Commissioning Recharge	expenditure	1,088	-488	0	0	0	0	0	600
			recharge Income	0	0	0	0	0	0	0	0
			DSG income	-133	133	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				955	-355	0	0	0	0	0	600
		SUBTOTAL CEF CENTRAL COSTS		5,434	-559	0	0	0	-93	0	4,782
			expenditure	409,324	1,777	1,031	0	2,305	6,653	3	421,092
			recharge Income	-7,720	-124	0	0	0	387	0	-7,457
			DSG income	-232,538	123,524	0	0	0	0	-2	-109,016
			grant income	-16,176	-126,633	0	0	0	-60	1	-142,868
			income	-13,931	132	0	0	0	-71	-2	-13,872
		BUDGET CONTROLLABLE BY CHILDREN'S SERVICES		138,959	-1,324	1,031	0	2,305	6,909	0	147,879

Revenue Budget 2022/23
Adult Services

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
SCS1	SCS1	<u>ADULT SOCIAL CARE</u>									
SCS1-1	SCS1-1	<u>Pooled Budget Contributions</u>									
SCS1-1A	SCS1-1A	Better Care Fund Pool Contribution	Expenditure	81,493	1,380	604	0	3,155	-2,724	0	83,908
			Recharge Income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				81,493	1,380	604	0	3,155	-2,724	0	83,908
SCS1-1B	SCS1-1B	Adults with Care and Support Needs Pool	Expenditure	97,694	-95	-88	0	5,339	-1,612	0	101,238
			Recharge Income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				97,694	-95	-88	0	5,339	-1,612	0	101,238
		Subtotal Pooled Budget Contributions		179,187	1,285	516	0	8,494	-4,336	0	185,146
SCS1-2	SCS1-2	Adult Protection & Mental Capacity	Expenditure	3,696	0	0	0	0	23	0	3,719
			Recharge Income	0	0	0	0	0	0	0	0
			income	-30	0	0	0	0	0	0	-30
		Subtotal Adult Protection & Mental Capacity		3,666	0	0	0	0	23	0	3,689
SCS1-3	SCS1-3	Provider & Support Services	Expenditure	12,155	-8	0	0	120	27	0	12,294
			Recharge Income	-7,202	-1	0	0	0	0	0	-7,203
			income	-1,458	-390	-25	0	0	0	1	-1,872
		Subtotal Provider & Support Services		3,495	-399	-25	0	120	27	1	3,218.80
SCS1-4	SCS1-4	Domestic Violence & Abuse Support Service	Expenditure	901	-901	0	0	0	0	0	0
			Recharge Income	0	0	0	0	0	0	0	0
			Grant income	0	0	0	0	0	0	0	0
			income	-421	422	0	0	0	0	-1	0
		Subtotal Domestic Violence & Abuse Support Service		480	-479	0	0	0	0	-1	0
SCS1-5	SCS1-5	Housing Related Support	Expenditure	1,033	0	0	0	0	0	0	1,033
			Recharge Income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
		Subtotal Housing Related Support		1,033	0	0	0	0	0	0	1,033

Revenue Budget 2022/23
Adult Services

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
SCS1-6	SCS1-6	Other Funding	Expenditure	2,684	-1,528	0	0	1,385	6,433	0	8,974
			Recharge Income	-1	0	0	0	0	0	1	0
			Grant income	-10,391	0	0	0	0	0	0	-10,391
			income	0	0	0	0	0	0	0	0
		Subtotal Other Funding		-7,708	-1,528	0	0	1,385	6,433	1	-1,417
SCS1-7	SCS1-7	Adult Social Care Recharges	Expenditure	4	0	0	0	0	0	2	6
SCS1-8	SCS1-8		Recharge Income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
		Subtotal Adult Social Care Recharges		4	0	0	0	0	0	2	6
SCS1-9	SCS1-9	Adult Social Care Staffing & Infrastructure	Expenditure	13,679	344	0	0	0	92	0	14,115
			Recharge Income	-197	53	0	0	0	0	0	-144
			income	-228	0	0	0	0	0	-1	-229
		Subtotal Adult Social Care Staffing & Infrastructure		13,254	397	0	0	0	92	-1	13,742
		TOTAL ADULT SOCIAL CARE		193,411	-724	491	0	9,999	2,239	2	205,418
SCS2	SCS2	Commissioning	Expenditure	5,888	225	0	0	-225	873	0	6,761
			Recharge Income	-925	775	0	0	0	0	0	-150
			income	-615	2	0	0	0	0	-2	-615
				4,348	1,002	0	0	-225	873	-2	5,996
		TOTAL COMMISSIONING		4,348	1,002	0	0	-225	873	-2	5,996
			Expenditure	219,227	-584	516	0	9,774	3,112	2	232,048
			Recharge Income	-8,325	827	0	0	0	0	1	-7,497
			Grant income	-10,391	0	0	0	0	0	0	-10,391
			Income	-2,752	34	-25	0	0	0	3	-2,746
		BUDGET CONTROLLABLE BY ADULT SERVICES		197,759	278	491	0	9,774	3,112	0	211,414

Revenue Budget 2022/23
Public Health

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
PH1 & 2	PH1 & 2	Public Health Functions									
PH1	PH1	Public Health Functions	Expenditure	30,920	1,486	0	0	0	0	0	32,406
			recharge income	-177	0	0	0	0	0	0	-177
			grant income	0	0	0	0	0	0	0	0
			income	-51	-422	0	0	0	0	0	-473
				30,692	1,064	0	0	0	0	0	31,756
PH3	PH3	Public Health Recharges	expenditure	633	0	0	0	0	0	0	633
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				633	0	0	0	0	0	0	633
PH4	PH4	Grant Income	expenditure	144	-144	0	0	0	0	0	1
			recharge income	0	0	0	0	0	0	0	0
			grant income	-31,239	-440	0	0	0	0	0	-31,679
			income	0	0	0	0	0	0	0	0
		SUBTOTAL GRANT INCOME		-31,095	-584	0	0	0	0	0	-31,679
			expenditure	31,697	1,343	0	0	0	0	0	33,040
			recharge income	-177	0	0	0	0	0	0	-177
			grant income	-31,239	-440	0	0	0	0	0	-31,679
			income	-51	-422	0	0	0	0	0	-473
		BUDGET CONTROLLABLE BY PUBLIC HEALTH		230	481	0	0	0	0	0	711

Revenue Budget 2022/23
Environment & Place

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Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
EE1		<u>PLANNING & PLACE</u>									
EP1	PG2-1	Planning & Place Management	expenditure	506	0	0	0	0	5	0	511
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				506	0	0	0	0	5	0	511
EP3	PG2-3	Growth & Place	expenditure	5,042	0	0	0	-250	376	0	5,168
			recharge income	-67	1	0	0	0	0	0	-66
			grant income	0	0	0	0	0	0	0	0
			income	-5,358	-121	-3	0	-344	-250	0	-6,076
				-383	-120	-3	0	-594	126	0	-974
EP4	PG2-4	Strategic Infrastructure & Planning	expenditure	4,550	-167	0	0	-85	471	0	4,769
			recharge income	-58	1	0	0	0	0	-1	-58
			grant income	0	0	0	0	0	0	0	0
			income	-1,203	166	-3	0	-10	0	0	-1,050
				3,289	0	-3	0	-95	471	-1	3,661
		TOTAL PLANNING & PLACE		3,412	-120	-6	0	-689	602	-1	3,198
EE2		<u>COMMUNITY OPERATIONS</u>									
	COM1	Communities Management Costs	expenditure	-1,162	0	0	0	0	750	0	-412
			recharge income		0	0	0	0	0	0	0
			income		0	0	0	0	0	0	0
				-1,162	0	0	0	0	750	0	-412
EE2-1	COM2-1	Community Operations Management	expenditure	-1,068	-64	0	0	0	4	0	-1,128
			recharge income	-65	65	0	0	0	0	0	0
			income	-1,371	0	-27	0	0	-2,000	0	-3,398
				-2,504	1	-27	0	0	-1,996	0	-4,526

Revenue Budget 2022/23
Environment & Place

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Proposed Virements	Budget 2022/23
				£000	£000	£000	£000	£000	£000	£000	£000
EE2-2	COM2-2	Infrastructure Operations									
EE2-21	COM2-21	Highways Maintenance	expenditure	22,503	100	771	0	-1,220	1,338	0	23,492
			recharge income	-2,329	6	0	0	0	0	0	-2,323
			grant income	0	0	0	0	0	0	0	0
			income	-245	1	-1	0	-179	0	0	-424
				19,929	107	770	0	-1,399	1,338	0	20,745
EE2-22	COM2-22	Transport Operations									
EE2-22A	COM2-22A	Community Delivery	expenditure	2,382	228	0	0	0	6	0	2,616
			recharge income	-77	-8	0	0	0	0	0	-85
			grant income	-227	0	0	0	0	0	0	-227
			income	-276	-1	-5	0	0	0	0	-282
				1,802	219	-5	0	0	6	0	2,022
EE2-22B	COM2-22B	Network Management	expenditure	2,044	0	0	0	0	9	0	2,053
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	-3,109	1	-51	0	-377	0	0	-3,536
				-1,065	1	-51	0	-377	9	0	-1,483
EE2-22C	COM2-22C	Parking Management	expenditure	6,955	0	102	0	0	48	0	7,105
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	-7,440	0	-17	0	-300	625	0	-7,132
				-485	0	85	0	-300	673	0	-27
EE2-22D	COM2-24	Supported Transport	expenditure	39,758	-436	983	0	800	-728	0	40,377
			recharge income	-26,485	0	-703	0	-1,300	1,000	0	-27,488
			grant income	-795	486	0	0	0	-250	0	-559
			income	-899	-40	-10	0	-5	0	0	-954
				11,579	10	270	0	-505	22	0	11,376

Revenue Budget 2022/23
Environment & Place

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
EE2-23	COM2-23	Asset Data & Systems	expenditure	1,694	-1,696	0	0	0	0	0	-2
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	-250	249	0	0	0	0	1	0
				1,444	-1,447	0	0	0	0	1	-2
EE2-2	COM2	Subtotal Infrastructure Operations		33,204	-1,110	1,069	0	-2,581	2,048	1	27,694
EE2-4	COM2-4	Commissioning									
EE2-41	COM2-41	Highways Contract Management	expenditure	190	-59	0	0	0	1	0	132
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				190	-59	0	0	0	1	0	132
EE2-42	COM2-42	Waste Management	expenditure	27,942	0	1,294	0	430	-497	0	29,169
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	-614	1	-12	0	0	0	0	-625
				27,328	1	1,282	0	430	-497	0	28,544
		Subtotal Commissioning		27,518	-58	1,282	0	430	-496	0	28,675
EE2-5	COM2-5	Integration & Improvement	expenditure	580	1,426	0	0	0	9	0	2,015
			recharge income	-100	0	0	0	0	0	0	-100
			grant income	0	0	0	0	0	0	0	0
			income	0	-249	-1	0	0	0	0	-250
				480	1,177	-1	0	0	9	0	1,665
		TOTAL COMMUNITY OPERATIONS		58,698	10	2,323	0	-2,151	-435	1	58,034
EE3		<u>GROWTH & ECONOMY</u>									
	PG3-1	Growth & Economy Management	expenditure	0	0	0	0	0	1,302	0	1,302
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0

Revenue Budget 2022/23
Environment & Place

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
EP	PG3-2	Infrastructure Delivery			0	0	0	0	1,302	0	1,302
			expenditure	359	0	0	0	0	5	0	364
			recharge income	-292	0	0	0	0	0	0	-292
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
	PG3-3	Infrastructure Delivery		67	0	0	0	0	5	0	72
			expenditure	271	0	0	0	0	2	0	273
			recharge income	-245	0	0	0	0	0	0	-245
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
	PG3-4	Growth Deal Capacity Fund		26	0	0	0	0	2	0	28
			expenditure	0	0	0	0	0	4	0	4
			recharge income	0	0	0	0	0	0	0	0
			grant income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
		TOTAL GROWTH & ECONOMY		93	0	0	0	0	6	0	1,406
		BUDGET CONTROLLABLE BY COMMUNITIES	expenditure	112,546	-668	3,150	0	-325	3,105	0	117,808
			recharge income	-29,718	65	-703	0	-1,300	1,000	-1	-30,657
			grant income	-1,022	486	0	0	0	-250	0	-786
			income	-20,765	7	-130	0	-1,215	-1,625	1	-23,727
				61,041	-110	2,317	0	-2,840	2,230	0	62,638

Revenue Budget 2022/23
Customers, Organisational Development & Resources

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Proposed Virements	Budget 2022/23
				£000	£000	£000	£000	£000	£000	£000	£000
COD1	COD1	Corporate Services	expenditure	2,953	-1	0	0	-945	3	0	2,010
			recharge income	-337	0	0	0	0	0	0	-337
			income	-256	1	0	0	0	0	0	-255
				2,360	0	0	0	-945	3	0	1,418
COD2	COD2	Human Resources & Organisational	expenditure	4,395	0	0	0	0	512	2	4,909
			recharge income	-987	0	0	0	0	85	0	-902
			income	-185	0	-1	0	0	0	0	-186
				3,223	0	-1	0	0	597	2	3,821
COD3	COD3	Communications, Strategy & Insight	expenditure	3,859	-191	0	0	155	527	0	4,350
			recharge income	-981	0	0	0	0	19	0	-962
			income	-109	0	0	0	0	47	-1	-63
				2,769	-191	0	0	155	593	-1	3,325
COD4	COD4	ICT & Digital	expenditure	13,851	252	0	0	50	-38	0	14,115
			recharge income	-1,050	-2	0	0	0	156	1	-895
			grant income	-872	1	0	0	0	0	0	-871
			income	-1,595	120	0	0	-100	0	0	-1,575
				10,334	371	0	0	-50	118	1	10,774
COD5	COD5	Culture & Customer Experience	expenditure	16,496	-220	0	0	-5	81	-2	16,350
			recharge income	-1,842	215	0	0	0	18	0	-1,609
			Grant Income	-837	-210	0	0	0	0	1	-1,046
			income	-5,206	534	-40	0	0	-15	0	-4,727
				8,611	319	-40	0	-5	84	-1	8,968
COD6	COD6	Finance & Procurement	expenditure	8,449	-15	162	0	0	412	2	9,010
			recharge income	-1,006	284	0	0	0	81	-2	-643
			income	-1,485	0	-1	0	0	0	-1	-1,487
				5,958	269	161	0	0	493	-1	6,880
			expenditure	50,003	-175	162	0	-745	1,497	2	50,744
			recharge income	-6,203	497	0	0	0	359	-1	-5,348
			grant income	-1,709	-209	0	0	0	0	1	-1,917
			income	-8,836	655	-42	0	-100	32	-2	-8,293
		BUDGET CONTROLLABLE BY CUSTOMERS, ORGANISATIONAL DEVELOPMENT & RESOURCES		33,255	768	120	0	-845	1,888	0	35,186

Revenue Budget 2022/23
Commercial Development, Assets & Investment

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Proposed Virements	Budget 2022/23
				£000	£000	£000	£000	£000	£000	£000	£000
CDA1		Property, Investment & Facilities Management									
	CDA1-1	Commercial	expenditure	1,151	-665	0	0	0	4	0	490
			recharge income	-337	138	0	0	0	0	0	-199
			income	0	0	0	0	0	0	0	0
				814	-527	0	0	0	4	0	291
	CDA1-2	Estates, Assets & Investment	expenditure	868	10,167	11	0	-618	311	4	10,743
			recharge income	-215	-1,691	0	0	0	0	0	-1,906
			income	0	-909	0	0	0	0	0	-909
				653	7,567	11	0	-618	311	4	7,928
	CDA1-3	Facilities Management	expenditure	10,172	2,280	0	0	-1,307	-223	-1	10,921
			recharge income	-1,691	-809	0	0	0	-270	0	-2,770
			income	-909	-26	0	0	0	0	0	-935
				7,572	1,445	0	0	-1,307	-493	-1	7,216
	CDA1-4	Major Projects	expenditure	939	-231	0	0	0	3	0	711
			recharge income	-732	231	0	0	0	0	0	-501
			income	0	0	0	0	0	0	0	0
				207	0	0	0	0	3	0	210
	CDA1-5	Corporate Overheads	expenditure	4,844	-4,844	0	0	0	0	0	0
			recharge income	-73	73	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				4,771	-4,771	0	0	0	0	0	0
	CDA1-6	Property Management	expenditure	4,371	-2,732	0	0	-1,011	-31	1	598
			recharge income	-327	190	0	0	0	0	0	-137
			income	-49	49	0	0	0	0	0	0
				3,995	-2,493	0	0	-1,011	-31	1	461
	CDA1-7	Catering	expenditure	3,237	-3,237	0	0	0	0	0	0
			recharge income	-2,100	2,100	0	0	0	0	0	0
			income	-887	887	0	0	0	0	0	0
				250	-250	0	0	0	0	0	0
	CDA1-8	PIFM Leadership	expenditure	974	-974	0	0	0	0	0	0
			recharge income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0

Revenue Budget 2022/23
Commercial Development, Assets & Investment

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Proposed Virements £000	Budget 2022/23 £000
				974	-974	0	0	0	0	0	0
	CDA1-9	PIFM Leadership	expenditure	0	0	0	0	0	0	0	0
			recharge income	-817	0	0	0	0	105	-1	-713
			income	0	0	0	0	0	0	0	0
				-817	0	0	0	0	105	-1	-713
		TOTAL PROPERTY, INVESTMENT & FACILITIES MANAGEMENT		18,419	1,221	11	0	-2,936	-206	4	15,393
CDA2		Law & Governance									
	CDA2-1	Legal Services	expenditure	3,799	-74	0	0	0	709	-1	4,433
			recharge income	-255	75	0	0	0	0	0	-180
			income	-554	0	0	0	0	0	0	-554
				2,990	1	0	0	0	709	-1	3,699
	CDA2-2	Governance	expenditure	2,974	-285	0	0	0	193	0	2,882
			recharge income	0	0	0	0	0	0	0	0
			income	-38	0	0	0	0	0	0	-38
				2,936	-285	0	0	0	193	0	2,844
	CDA2-3	Procurement	expenditure	1,812	2	0	0	0	44	-1	1,857
			recharge income	-369	-2	0	0	0	0	0	-371
			income	-302	0	0	0	0	0	0	-302
				1,141	0	0	0	0	44	-1	1,184

Revenue Budget 2022/23
Commercial Development, Assets & Investment

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Proposed Virements	Budget 2022/23
				£000	£000	£000	£000	£000	£000	£000	£000
	CDA2-9	Legal Corporate Overheads	expenditure	-74	74	0	0	0	0	0	0
			recharge income	0	-74	0	0	0	15	0	-59
			income	0	0	0	0	0	0	0	0
				-74	0	0	0	0	15	0	-59
		TOTAL LAW & GOVERNANCE		6,993	-284	0	0	0	946	-2	7,668
EE4		FIRE & RESCUE SERVICE & COMMUNITY SAFETY									
EE4-1	COM4-2	Fire and Rescue Service	Expenditure	25,215	574	0	0	-155	8	0	25,642
			Recharge Income	0	0	0	0	0	0	0	0
			grant income	-1,401	0	0	0	0	0	0	-1,401
			income	-573	-363	-1	0	-10	0	0	-947
				23,241	211	-1	0	-165	8	0	23,294
EE4-2	COM4-3	Emergency Planning	Expenditure	302	-2	1	0	0	2	-1	302
			Recharge Income	0	0	0	0	0	0	0	0
			income	-27	0	-1	0	0	0	1	-27
				275	-2	0	0	0	2	0	275
EE4-3	COM4-4	Gypsy & Traveller Services	Expenditure	380	-2	0	0	0	1	0	379
			Recharge Income	0	0	0	0	0	0	0	0
			income	-467	17	0	0	0	-15	0	-465
				-87	15	0	0	0	-14	0	-86
EE4-4	COM4-5	Trading Standards	Expenditure	1,701	1	0	0	-15	-80	-1	1,606
			Recharge Income	-10	0	0	0	0	0	0	-10
			income	-374	0	-2	0	0	0	0	-376
				1,317	1	-2	0	-15	-80	-1	1,220
		TOTAL FIRE & RESCUE SERVICE and COMMUNITY SAFETY		24,746	225	-3	0	-180	-84	-1	24,703
CDA4		CDAI Management Costs									
	CDA4-1	CDAI Management Costs	expenditure	130	0	0	0	0	0	0	130
			recharge income	0	0	0	0	0	0	0	0
			income	0	0	0	0	0	0	0	0
				130	0	0	0	0	0	0	130

Revenue Budget 2022/23
Commercial Development, Assets & Investment

Ref. 2022/23	Ref. 2021/22	Service Area		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Proposed Virements	Budget 2022/23
				£000	£000	£000	£000	£000	£000	£000	£000
		TOTAL CDAI Management Costs		130	0	0	0	0	0	0	130
			expenditure	62,795	52	12	0	-3,106	941	0	60,694
			recharge income	-6,926	231	0	0	0	-150	-1	-6,846
			grant income	-1,401	0	0	0	0	0	0	-1,401
			income	-4,180	-345	-4	0	-10	-15	1	-4,553
		BUDGET CONTROLLABLE BY COMMERICAL DEVELOPMENT, ASSETS & INVESTMENT		50,288	-62	8	0	-3,116	776	0	47,894

Revenue Budget 2022/23
Strategic Measures

		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Other Virements	Budget 2022/23
		£000	£000	£000	£000	£000	£000	£000	£000
<u>CAPITAL FINANCING</u>									
Principal	Expenditure	8,587				2,848			11,435
Interest	Expenditure	15,118				75			15,193
Net Interest on Balances (split income and expenditure)	Expenditure	1,371							1,371
	Recharge Income	-3,512							-3,512
	Other income	-8,704				-2,671			-11,375
		-10,845	0	0	0	-2,671	0	0	-13,516
SUBTOTAL CAPITAL FINANCING		12,860	0	0	0	252	0	0	13,112
Contingency	Expenditure	5,617	-579			5,000	592		10,631
Pay Inflation Held Corporately	Expenditure			4,433					4,433
Recharge to Public Health	Recharge Income	-425				425			0
Insurance	Expenditure	1,280						84	1,364
Transformation Savings	Expenditure	0							0
<u>CONTRIBUTIONS TO/FROM BALANCES</u>									
General Balances	Expenditure	0				1,000			1,000
SUBTOTAL CONTRIBUTIONS TO/FROM BALANCES		0	0	0	0	1,000	0	0	1,000
<u>CONTRIBUTIONS TO/FROM RESERVES</u>									
Reserves	Expenditure	29,457				2,754		-26,628	5,583
	Other income	0							0
		29,457	0	0	0	2,754	0	-26,628	5,583
Prudential Borrowing costs	Expenditure	2,200				5,310			7,510

Revenue Budget 2022/23
Strategic Measures

		Budget 2021/22 £000	Permanent Virements Agreed in 2021/22 £000	Inflation £000	Function and Funding Changes £000	Previously Agreed Budget Changes £000	New Pressures & Savings £000	Other Virements £000	Budget 2022/23 £000
SUBTOTAL CONTRIBUTIONS TO/FROM RESERVES		31,657	0	0	0	8,064	0	-26,628	13,093
UNRINGFENCED SPECIFIC GRANT INCOME	Grant income	-38,751	548		7,215		-230		-31,218
TOTAL UNRINGFENCED SPECIFIC GRANT INCOME		-38,751	548	0	7,215	0	-230	0	-31,218
Strategic Measures	Expenditure	63,630	-579	4,433	0	16,987	592	-26,544	58,520
	Recharge Income	-3,937	0	0	0	425	0	0	-3,512
	Grant Income	-38,751	548	0	7,215	0	-230	0	-31,218
	Other income	-8,704	0	0	0	-2,671	-2,671	0	-11,375
STRATEGIC MEASURES TOTAL		12,238	-31	4,433	7,215	14,741	-2,309	-26,544	12,415
OxLEP	Expenditure	2,002							2,002
	Recharge Income	-314							-314
	Grant Income	-1,605							-1,605
	Other income	-83							-83
OxLEP TOTAL		0	0	0	0	0	0	0	0
COUNCIL TAX COLLECTION FUND SURPLUSES/DEFICITS	Other income	-6,294						4,294	-2,000
TOTAL COLLECTION FUND SURPLUSES/DEFICITS		-6,294	0	0	0	0	0	4,294	-2,000
CARE LEAVERS DISCOUNT	Other income	21							21
TOTAL CARE LEAVERS DISCOUNT		21	0	0	0	0	0	0	21
BUSINESS RATES FROM DISTRICT COUNCILS	Other income	-34,468							-34,468
BUSINESS RATES COLLECTION FUND SURPLUSES/DEFICITS	Other income	17,379						-17,379	0
TOTAL BUSINESS RATES FROM DISTRICT COUNCILS		-17,089	0	0	0	0	0	-17,379	-34,468
GENERAL GOVERNMENT GRANT INCOME									
Revenue Support Grant	Grant income	0							0
Section 31 Business Rates Reliefs Grants	Grant income	-21,908			16,581				-5,327

Revenue Budget 2022/23
Strategic Measures

		Budget 2021/22	Permanent Virements Agreed in 2021/22	Inflation	Function and Funding Changes	Previously Agreed Budget Changes	New Pressures & Savings	Other Virements	Budget 2022/23
		£000	£000	£000	£000	£000	£000	£000	£000
Business Rates Top-Up	Grant income	-40,546							-40,546
TOTAL GENERAL GOVERNMENT GRANT INCOME		-62,454	0	0	16,581	0	0	0	-45,873

Financial Strategy 2022/23

Overview

1. The Financial Strategy supports the delivery of other council strategies, such as the Strategic Plan and the Capital & Investment Strategy. It links the council's more detailed service plans, asset management plans and capital plans with the longer term to show that the council's plans are financially achievable.
2. This budget is underpinned by a financial strategy to ensure the financial sustainability of the Council, deliver essential services to residents and achieve our vision making Oxfordshire a greener, fairer and healthier county, within a limited amount of resource. This will be achieved by focusing on continuous improvement, managing demand, driving through efficiencies and increasing income generation.
3. In order to continue to deliver for our residents and thrive in the longer term, financial sustainability and resilience is essential. This requires successful delivery of three critical elements which reflect the financial planning principles for the budget and medium-term strategy:
 - Managing the impact of rising need, caused by population growth and increased complexity, for adult and children's social care through demand management approaches, more effective pathways and delivering better value for money.
 - Responding to the medium to long term impact of the COVID-19 pandemic on our ways of working, workforce, residents and economy.
 - Only using one-off resources for temporary purposes.

Medium Term Funding Context

4. The Provisional Local Government Finance Settlement announced on 16 December 2021 confirmed a one-year settlement for 2022/23 only. The consultation document stated that 'the proposals relate to 2022/23 and are focused on stability. The government is committed to ensuring that funding allocations for councils are based on an up-to-date assessment of their needs and resources. The data used to assess this has not been updated in a number of years. Over the coming months, we will work closely with the sector and other stakeholders to update this and to look at the challenges and opportunities facing the sector before consulting on any potential changes'.
5. The expectation therefore is that local government funding reforms will be introduced in 2023/24. Alongside this, it is expected that the Business Rate baseline reset, which would result in the loss of business rate growth accumulated since 2013/14, will also be implemented in 2023/24.

6. As the impact of funding reforms are unknown, it is very difficult to predict the level of government funding available for 2023/24 and beyond. However, a prudent approach has been assumed. The following assumptions have been made:
 - a. The new funding formula provides resources equivalent to the Settlement Funding Assessment level in 2019/20 when the originally planned Negative RSG was due to be implemented
 - b. The Council loses all of the growth in Business Rates retained since 2013/14
7. The impact of the two points above is a reduction in resources of £10.0m compared to 2021/23.
8. In his speech, Michael Gove, Secretary of State for Levelling Up, Housing and Communities stated that 'as part of [any funding reforms] we will look at options to support local authorities through transitional protection'. On this basis, the proposed Medium Term Financial Strategy (MTFS) assumes that the possible reduction in funding is spread equally across 2023/24 and 2024/25.
9. Despite the Covid-19 pandemic, taxbase growth has remained strong in 2021/22 and 2022/23 at 1.5% and 1.75% increases respectively. Future growth is assumed in the proposed MTFS at 1.75% per year which provides additional annual increases in funding of c£7.5m. Maximum council tax increases are also proposed for each year of the MTFS.
10. Taking into account the potential impact of funding reforms and council tax assumptions, the proposed MTFS has a budgeted shortfall of £5.4m in 2023/24 rising to £7.6m in 2024/25 and £9.1m in 2025/26. These shortfalls will need to be addressed but the position will be reviewed once more information becomes available on the potential impact of funding reforms. However, to ensure a balanced budget is set each year as well as responding to emerging needs and priorities, the council will continue to focus on service redesign, commercialism, effective contract management and working with partners to secure value for money in delivering our Strategic Plan priorities.
11. The MTFS includes a contingency budget of £6.6m¹ in 2022/23. If this is not used on an on-going basis in 2022/23, some could be available in 2023/24 to provide some cover should the funding reforms adversely impact on the Council's funding beyond the assumptions already made.

Dedicated Schools Grant (DSG) High Needs Reserve

12. As set out in the Earmarked Reserves and General Balances Policy Statement (Section 4.6) it is expected that the deficit on the Dedicated Schools Grant (DSG) High Needs Reserve will increase over the medium term and could reach a deficit balance of £137.4m by the end of the MTFS period. This is a common position for authorities with responsibility for schools. The School and Early Years Finance (England)

¹ After assuming use of £3.4m contingency for an unbudgeted pay award of 1.75% in 2021/22 and permanent virements of £0.6m in 2021/22.

Regulations 2020 stipulate that a deficit on the DSG must be carried forward to be funded from future DSG income unless permission is sought from the Secretary of State for Education to fund the deficit from general resources. However, the DfE has not brought forward a plan to bring levels of funding for High Needs provision up to sustainable levels and a white paper on SEND reforms has been postponed several times and is now expected in 2022. Irrespective of this, it is imperative that the council continues to develop and implement its reforms for High Needs to bring expenditure more in line with grant allocations.

13. The regulations which require the negative balance to be held in an unusable reserve come to an end on 1 April 2023. If a solution is not found or extension of the regulations is not granted the balance on the reserve will transfer back to the Council's total Earmarked Reserves. If this happens, it materially impacts on the overall level of reserves and by 2025/26, the Council would be in a position where its total earmarked reserves were negative, and the financial standing of the council put at risk. In this scenario, the council would need to take action to address the position. However, the risk associated with this is considered low and the expectations are that extension of the regulations will be granted. Therefore, the position does not currently impact on decisions over the medium term.

Long Term Funding Context

14. Long term planning is particularly challenging in the current environment. However, in planning for the long term, it remains important to understand both the context of Oxfordshire as well as the main drivers of change. In this context, we need to ensure that the most fundamental issues facing the organisation which have been identified are responded to. Longer term planning needs to account for alternative possible future economic and political environments.
15. The Capital & Investment Strategy sets out the long-term context in which capital expenditure and investment decisions are made to advance the achievement of priority outcomes. This strategy effectively becomes the long-term plan.
16. The capital programme is a ten-year programme which offers strategic choice and options around developing our community assets, responding to the fundamental issues of rising demand in adults and children's services, allowing for a planned approach to replacement of assets and delivering on climate action priorities.

Measuring Financial Performance

17. Measuring the Council's financial health through a set of targeted measures is a key way of measuring our financial health and resilience in supporting the Council's plans and priorities. The key indicators upon which we will measure ourselves are set out in Annex 1 below.
18. CIPFA's Financial Resilience Index is designed to support and improve discussions surrounding local authority financial resilience. It shows a council's performance against a range of measures associated with financial risk, including the level of earmarked reserves and general balances. The Index is a comparative tool to be used

to support good financial management and generate a common understanding of the financial position within authorities.

19. The index considers both the value of general balances and earmarked reserves compared to councils' net revenue budget. While earmarked reserves are held for specific purposes, they can be called upon to meet unexpected costs or provide short term funding to enable long term recovery plans to be put in place.
20. The publication of the Financial Resilience Index based on 2020/21 data is due in early January 2022. Due to the timing of publication, this will be considered as part of the Chief Financial Officer's Section 25 statement for Council on the adequacy of the proposed financial reserves and the robustness of the estimates for the purposes of the council tax calculations.

Financial Management

21. Financial indicators alone do not give a complete picture of financial health and sustainability; strengths of financial management and governance are also an essential foundation of any successful organisation.
22. The Code of Practice for Financial Management (the FM Code) was introduced by CIPFA in November 2019. on behalf of the Ministry of Housing, Communities and Local Government (MHCLG) in the context of increasing concerns about the financial resilience and sustainability of local authorities. The FM code is not statutory but compliance with the code is obligatory. It brings together elements that are already part of existing statutory guidance:
 - Role of the Chief Financial Officer in Local Government (S151 Officer)
 - Prudential Code for Capital Finance
 - Code of Practice on Local Authority Accounting in the United Kingdom
23. The FM Code, which includes 19 standards, clarifies how Chief Finance Officers should satisfy their statutory responsibility for good financial administration as required in section 151 of the Local Government Act 1972. Importantly it emphasises the collective financial responsibility of the leadership team, including the relevant elected members, of which the Chief Finance Officer is one member.
24. The first full year of compliance with the FM Code is 2021/22. However, in recognition of the pressures that have been placed on local authorities in dealing with the COVID-19 pandemic and impact on the medium term financial position, CIPFA concluded that the first year of compliance can be within a more flexible framework where a proportionate approach is encouraged.
25. It is for the individual authority to determine whether it meets the standards and to make any changes that may be required to ensure compliance. Authorities should be able to provide evidence that they have reviewed their financial management arrangements against the standards and that they have taken such action as may be necessary to comply with them.

26. An assessment has been made of the Council's current compliance with the FM Code. The assessment has identified that the Council is well placed to evidence compliance from 1 April 2022. All 19 Standards have been assessed as Green meaning that compliance can be evidenced. Where relevant, proposed further actions that can be taken to enhance compliance have been included in the assessment. The assessment will also be used to help inform the Council's Annual Governance Statement (AGS) which will be published alongside the Statement of Accounts. The Summary Assessment is included at Annex 2.

Key Performance Indicators

The Financial Strategy enables the Authority to undertake Budget Planning for the short, medium and longer term, and to make sound decision on the commitment of financial resources whilst ensuring strong financial resilience. As such the Financial Strategy supports the Corporate Plan, and a budget planning process that can ensure finances are allocated to support the delivery of all the council's key priorities.

The Financial Strategy directly supports the council's priorities. There are two key strategic indicators (SI*) that demonstrate the effectiveness of the Financial Strategy:

1. The Council is financially resilient
2. The Council has good financial management and governance

The following set out the performance activity and measures for monitoring these indicators, the frequency of monitoring and where they are reported to. The key measures are reported publicly through Cabinet and Performance & Corporate Services Overview & Scrutiny Committee as part of the monthly Business Management Reporting (BMR), others are monitored within the Finance Service and reported by exception or are routinely reported to the Audit and Governance Committee.

SI*	Measure	2022/23 Target	Reporting Frequency	Reported to:
Delivering to budget and achieving savings:				
1	Overall forecast revenue variance across the Council	Break even or underspend	Monthly (BMR)	Cabinet
1	Achievement of Planned savings 21/22	95%	Monthly (BMR)	Cabinet
2	Directorates deliver services and achieved planned performance within budget	=< 1% revenue budget variation (with service outcomes achieved)	Monthly (BMR)	Cabinet
Ability to manage unplanned/unforeseen events:				
1	General Balances are forecast to remain at or above the risk assessed level.	=> the risk assessed level	Monthly (BMR)	Cabinet

Use of Grants				
2	Total Outturn variation for Dedicated Schools Grant (DSG) funded services (schools and early years)	Break even or underspend	Monthly (BMR)	Cabinet
2	Use of non-DSG revenue grant funding	=>95% of grant funding is spent in year	Monthly (BMR)	Cabinet
Capital Programme				
1	% of total forecast capital spend compared to budget	To be updated following review of Capital Programme reporting February 2022	Quarterly (Capital Programme Monitoring Report)	Cabinet
2	Capital schemes are delivered to planned performance within budget	To be updated following review of Capital Programme reporting February 2022	Quarterly (Capital Programme Monitoring Report)	Cabinet
Page 209	Systems and processes operate effectively and are well controlled to reduce and detect error and fraud:			
	Positive assurance from External Audit	Zero material issues identified by External Audit	Quarterly and Annual Report (September)	Audit & Governance Committee
	Annual report of the Chief Internal Auditor (CIA)	Positive assurance by the CIA	Annually (May)	Audit & Governance Committee
	2 Positive assurance following Internal Audits of Financial Systems and processes	90% audits of financial systems are rated Green or Amber	Quarterly	Audit & Governance Committee
	2 Internal Audit actions for financial systems implemented within agreed timescales	90% of priority 1 and 2 audit actions implemented within the originally agreed timescale	Quarterly	Audit & Governance Committee
	2 % of agreed invoices paid within 30 days	>95%	Monthly (BMR)	Cabinet
Compliance with the CIPFA Financial Management Code of Practice				
2	annual self-assessment of compliance to the CIPFA FM standards	100% compliance	Annually (January)	Cabinet / Audit & Governance Committee

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Debt Management				
2	Invoice Collection Rate – Corporate Debtors	95%	Monthly (BMR)	Cabinet
2	Invoice Collection Rate – ASC contribution debtors	92%	Monthly (BMR)	Cabinet
2	Debt Requiring Impairment – Corporate Debtors	<£0.300M	Monthly (BMR)	Cabinet
2	Debt Requiring Impairment – ASC contribution debtors	<£2.5M	Monthly (BMR)	Cabinet
Treasury Management				
2	Average cash balance compared to forecast average cash balance	<10% +/- variation	Quarterly (Quarterly Treasury Management Report)	Cabinet / Audit & Governance Committee
2	Average interest rate achieved on in-house investment portfolio	>=0.15%	Quarterly (Quarterly Treasury Management Report)	Cabinet / Audit & Governance Committee
2	Average Annualised Return achieved for externally managed funds	>=3.75%	Quarterly (Quarterly Treasury Management Report)	Cabinet / Audit & Governance Committee

Financial Management Code of Practice – Summary Compliance Assessment 2021/22

Ref	CIPFA Financial Management Standards	Current Status	Further Work	RAG Status
1. Responsibilities of the Chief Finance Officer (CFO) and Leadership Team				
A	The leadership team is able to demonstrate that the services provided by the authority provide value for money (VfM)	Services use benchmarking to inform opportunities to improve VfM. This is evidenced by the use of benchmarking to inform the changes agreed through the Property Services Transformation, for example. Procurement decisions consider VfM by considering the quality of service and not just price.	Consider the development of processes for evidencing benchmarking across services in a more systematic way.	GREEN
B	The authority complies with the CIPFA “Statement of the Role of the CFO in Local Government”	The CFO is qualified accountant with significant experience working as an active member of the council’s leadership team. The CFO is a member of CEDR (Chief Executive Direct Reports) and has an influential role with members of the Cabinet, Audit & Governance Committee and lead opposition members.		GREEN
2. Governance and Financial Management Style				
C	The Leadership Team demonstrates in its actions and behaviours responsibility for governance and internal control	The Corporate Governance and Assurance Group (CGAG) exists to ensure good governance and internal control, including driving the production of the Annual Governance Statement (AGS) and Action Plan through the completion of Professional Lead Statements and engagement with Corporate Directors.		GREEN

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Ref	CIPFA Financial Management Standards	Current Status	Further Work	RAG Status
D	The authority applies the CIPFA/SOLACE “Delivering Good Governance in Local Government: Framework (2016)”	Annual Governance Statement (AGS) includes internal audit opinion on effectiveness of internal control environment and systems of internal control. The updated Local Code of Governance is included as part of the agenda for Audit & Governance Committee in January 2022.		GREEN
E	The Financial Management style of the authority supports financial sustainability	The Council has adopted a Business Partnering model that supports managers to deliver financially sustainable services by providing strategic advice and support. This is underpinned by a Corporate Function that manages the strategic financing issues and provides the budget setting and accounting framework for the organisation.	Further develop the Business Management & Monitoring Report to improve visibility and links between performance, risk and finance reporting and highlight key issues that need to be considered.	GREEN
Long to Medium-Term Financial Management				
	The authority has carried out a credible and transparent financial resilience assessment	Financial resilience is considered as part of the Leadership Risk Register. The forecast level of General Balances is reported against the minimum risk assessed level for balances monthly taking into account the latest monitoring position in the current year.		GREEN
G	The authority understands its prospects for financial sustainability in the longer term and has reported this clearly to members	The Financial Strategy and MTFS outline the financial challenges and opportunities facing the Council over the medium term. Business and Budget Planning Reports to Cabinet clearly set out the financial planning environment, risks and any assumptions made.		GREEN

Ref	CIPFA Financial Management Standards	Current Status	Further Work	RAG Status
H	The authority complies with the CIPFA "Prudential Code for Capital Finance in Local Authorities"	An annual Capital and Investment Strategy is set by Council alongside a ten-year Capital Programme, Treasury Management Strategy, Annual Investment Strategy and Minimum Revenue Provision Policy. The Capital Programme is monitored monthly with reports produced quarterly for CEDR and Cabinet. Mid-term and Outturn Treasury Management reports are taken to Audit & Governance Committee, Cabinet and Council, including monitoring of Prudential Indicators.		GREEN
I	The authority has a rolling multi-year medium-term financial plan consistent with sustainable service plans	The Council has an integrated Business and Budget Planning Process with a multi-year MTFS linked to service plans and performance reporting through the Business Management & Monitoring Report.	Continue to build the link between service plans and budgets and further improve the linkages between service performance and financial outcomes through enhancements to the Business Management & Monitoring Report.	GREEN
4. The Annual Budget				
J	The authority complies with its statutory obligations in respect of the budget setting process	The Council produces an annual balanced budget and supporting documentation within the necessary timeframe.		GREEN
K	The budget report includes a statement by the CFO on the robustness of the estimates and a statement on the adequacy of the proposed financial reserves	The CFO's Section 25 report accompanies the suite of Budget documents and includes a commentary on the adequacy of proposed financial reserves with reference to CIPFA's Resilience Index as well as assessed compliance with the FM Code.		GREEN

Ref	CIPFA Financial Management Standards	Current Status	Further Work	RAG Status
5.	Stakeholder Engagement and Business Plans			
L	The authority has engaged where appropriate with key stakeholders in developing its long-term financial strategy, medium-term financial plan and annual budget	<p>The Council undertakes an annual public consultation on the budget proposals.</p> <p>Engagement on the Oxfordshire Fair Deal Alliance's priorities took place in autumn 2021 with consultation on detailed budget proposals running from early December 2021 to January 2022.</p> <p>The Performance & Corporate Services Overview & Scrutiny Committee considers and comments upon the budget proposals ahead of the budget being agreed by Council.</p>	Engagement & Consultation feedback will be used to inform the development of the council's strategic plan.	GREEN
	The authority uses an appropriate documented options appraisal methodology to demonstrate the value for money of its decisions	<p>A business case is required for all capital schemes which sets out alternative options, the reasons for discounting them and benefits of progressing with the scheme.</p> <p>All tenders consider VfM by considering the quality of service and not just price – the appraisal process is documented.</p>	Planned improvements to capital governance processes will strengthen capacity for scrutiny of business cases and plans for capital schemes.	GREEN

Ref	CIPFA Financial Management Standards	Current Status	Further Work	RAG Status
6. Monitoring Financial Performance				
N	The Leadership Team takes action using reports enabling it to identify and correct emerging risks to its budget strategy and financial sustainability	The monthly Business Management and Monitoring Report to Cabinet enables the council's leadership team and Cabinet to respond to emerging risks and to take action to manage those.	As part of planned improvements to capital governance and reporting, the quarterly Capital Programme monitoring report requires enhancement to better reflect performance and the delivery of outcomes linked to the completion of capital schemes.	GREEN
O	The Leadership Team monitors the elements of its balance sheet that pose a significant risk to financial sustainability	The monthly Business Management and Monitoring Report to Cabinet includes monitoring of key balance sheet items including balances, reserves, debtors, and cash (including the performance of Treasury Management).	Increase visibility of relevant balance sheet items for directorate leadership teams as part of process to sign off the Business Management & Monitoring Report.	GREEN
External Financial Reporting				
	The CFO has personal and statutory responsibility for ensuring that the statement of accounts produced by the local authority complies with the reporting requirements of the "Code of Practice on Local Authority Accounting in the United Kingdom" (The Code)	The annual accounts are produced in compliance with The Code and have received an unqualified audit opinion. Statutory deadlines for publication of the accounts are consistently met. The audit of the 2020/21 accounts is on-going as at December 2021 following a requirement to restate fixed asset valuations.		GREEN
Q	The presentation of the final outturn figures and variations from budget allows the leadership team to make strategic financial decisions	The council's leadership team and Cabinet consider outturn report and year end variances in a timely manner enabling strategic financial decisions to be made as necessary.		GREEN

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Earmarked Reserves and General Balances Policy Statement 2022/23

Introduction

1. This paper sets out the Council's policies underpinning the maintenance of a level of general balances and earmarked reserves within the Council's accounts.

Statutory Position

2. A local authority is not permitted to allow its spending to exceed its available resources so that overall it would be in deficit. Sections 32 and 43 of the Local Government Finance Act 1992 require authorities to have regard to the level of balances and reserves needed for meeting future estimated future expenditure when calculating the council tax requirement.
3. Balances and reserves can be held for three main purposes:
 - A working balance to help cushion the impact of uneven cash flows and avoid unnecessary temporary borrowing, this forms part of general reserves
 - A contingency to cushion the impact of unexpected events or emergencies, this forms part of general balances;
 - A means of building up funds often referred to as earmarked reserves, to meet known or predicted liabilities
4. This policy statement is concerned with general balances and earmarked reserves as defined above.

Purpose of balances and reserves

5. The Council maintains general balances in order to provide a contingency against unplanned or unexpected events.
6. Although there is no recognised official guidance on the level of general balances to be maintained, the key factor is that the level should be justifiable in the context of local circumstances. The council's external auditor comments on the level of balances and reserves as part of the annual audit of the Council's financial position. Financial regulations require Council to decide on the level of general balances it wishes to maintain before it can decide the level of council tax. This will be done as part of the annual budget setting process.
7. Whilst general balances are unallocated, earmarked reserves are held for a specific purpose and to mitigate against potential future known or predicted liabilities.

Planned use of balances and reserves

8. Planned use of earmarked reserves or general balances in setting a budget each year is an acceptable approach subject to the level of reserves being adequate and necessary, albeit recognising that it is only a one-off measure. Any planned use of, or contribution to, earmarked reserves or balances must be included as part of the budget setting process each year.
9. In accordance with the Council's Financial Procedure Rules, any new reserves or a change in the purpose of earmarked reserves requires Cabinet approval. Contributions to or use of earmarked reserves is reported to Cabinet as part of the monthly Business Management & Monitoring Report Those greater than £1m require endorsement by Cabinet.

Level of General Balances

10. It is considered prudent to maintain a level of balances commensurate with risk, and a risk assessment is undertaken annually by the Section 151 officer (Director of Finance), as part of the budget setting process. CIPFA's Financial Resilience Index provides information on the level of general balances for all authorities. The average percentage of net revenue budget held for general balances by County Councils in 2019/20 was 5.1%.
11. The risk assessment for 2022/23 has determined that balances should be held at £28.9m, compared to £28.8m for 2021/22. This is equivalent to 5.6% of the proposed net revenue budget for 2022/23 and equates to around three weeks net expenditure. The assessed risk for 2022/23 is similar to that for 2021/22 reflecting the changing risk environment that has emerged as a result of the COVID-19 pandemic. Balances will be maintained at minimum of the risk assessed level for 2022/23, or more depending on the 2021/22 outturn position. Details of the risk assessment are set out as annex 1 to this policy statement.
12. Based on the latest 2021/22 Business Management & Monitoring Report to Cabinet in November 2021, the expected level of balances at 31 March 2022 is currently £32.0m. The proposed MTFS includes an annual contribution to balances of £1.0m each year to replenish any use of balances from the previous year. Given the expected level of balances at 1 April 2022 is expected to be £33.0m, £4.1m more than the risk assessed level, it is proposed that a contribution of £3.0m is made to the Capital Reserve to contribute towards the programme and schemes set out in Paragraph 16 below.

Earmarked Reserves

13. Annex 2 sets out the actual level of earmarked reserves at 31 March 2021 and expected level at 31 March each year to 2026 as well as a description of each reserve. Issues of significance are set out in the paragraphs below.

14. Excluding schools, earmarked reserves are forecast to be £134.8m at 1 April 2022, reducing over the medium term to £92.9m by 2025/26.

15. This position does not take into account an estimated deficit on the DSG Reserve in relation to High Needs of £137.4m by 2025/26.

Use of existing reserves

16. The proposed budget for 2022/23 includes the use of £14.0m one-off funding available from earmarked reserves and general balances to contribute to the Capital Reserve to meet the costs of the 20 MPH Speed Limit Programme (£8m) and the Zero Emission Buses Regional Areas (ZEBRA) Schemes (£6m):

- £7.0m contribution from the Budget Priorities Reserve
- £1.0m contribution from the Budget Equalisations Reserve
- £3.0m contribution from the Council Tax Collection Fund reserve

Capital Reserve

17. The Capital Reserve includes funds held to meet the cost of borrowing to finance the capital programme. The proposed budget includes an annual contribution to the reserve of £5.3m from 2022/23 to meet up to £90m of borrowing to fund the capital programme.

Demographic Risk Reserve

18. In light of the significant pressures relating to High Needs and other budgets with demographic volatility a demographic risk reserve was created in 2019/20. The existing MTFS includes an annual contribution to the reserve of £4.0m from 2022/23. The forecast reserve totals £25.0m by 2025/26. This reserve will in part offset the impact of carrying the negative DSG reserve on the Council's cashflow and improve the financial resilience position.

Budget Priorities Reserve

19. The existing MTFS includes an annual budgeted contribution of £1.8m to the Budget Priorities reserve. This reserve is to fund the priorities of the Council. It is proposed that £7.0m of this reserve is transferred to the Capital Reserve to contribute towards the cost of the programmes referred to in paragraph 16 above.

20. As part of the Provisional Local Government Finance Settlement announced in December 2021, an additional £6.8m of one-off funding will be available in 2022/23. The proposed budget includes a contribution to the Budget Priorities Reserve of £5.4m to be used in 2022/23 for projects which align with the nine priorities of the administration.

Budget Equalisation Reserve

21. The Budget Equalisation Reserve is used to smooth the timing differences between funding changes and emerging pressures over the period of the MTFS. The level of reserve is sufficient over the medium term and it is proposed to transfer £1.0m of the reserve in 2022/23 to the Capital Reserve to contribute towards the cost of the programmes referred to in paragraph 16 above.

COVID-19 Reserve

22. The balance of unused COVID-19 funding available at the end of 2021/22 is expected to be £23.4m. Section 4.2.1 of this report sets out the proposed use of the reserve in 2022/23 and over the medium term. In total £20.1m is proposed to be used by 2025/26, leaving an uncommitted balance of £3.3m available for unplanned or unexpected costs.

Council Tax Collection Fund Reserve

23. Due to the anticipated impact of the COVID-19 pandemic, the Council Tax Collection Fund Reserve was created in 2020/21 to manage an anticipated deficit on the district and city council's collection funds, of which the county council's share is approximately 90%. The reserve was not required in 2021/22 and latest estimates suggest there is more in this reserve than may be required over the medium term. Therefore, it is proposed that £3.0m is transferred to the Capital Reserve to contribute towards the cost of the programmes referred to in paragraph 16 above.

Dedicated Schools Grant (DSG) Unusable Reserve

24. The School and Early Years Finance (England) Regulations 2020 stipulate that a deficit on the DSG must be carried forward to be funded from future DSG income unless permission is sought from the Secretary of State for Education to fund the deficit from general resources.
25. Further clarification of the accounting treatment for deficit DSG balances was provided by the Local Authorities (Capital Finance and Accounting) (England) (Amendment) Regulations 2020. These stipulated that where a local authority has a deficit in respect of its school budget for a financial year beginning on 1st April 2020, 2021 or 2022, the authority—
- (a) must not charge to a revenue account an amount in respect of that deficit; and
 - (b) must charge the amount of the deficit to an account established, charged and used solely for the purpose of recognising deficits in respect of its school budget
26. As a result of this, an unusable reserve has been created on the balance sheet to hold the negative balance. This is different to the previous accounting treatment where the negative balance was held within the Council's total Earmarked Reserves. Unusable reserves are usually created to hold

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accounting adjustments that cannot be charged to the general fund and have no cash value. The new DSG unusable reserve is unique in that it the deficit balance has a real impact on the Council's cash balance.

27. As at 31 March 2021, the DSG Unusable Reserve had a negative balance of £11.5m of which a negative balance of £19.0m related to High Needs DSG. This reserve will continue to increase in deficit over the MTFS period and is forecast to be in deficit by £35.4m at 31 March 2022. Based on current levels of demand, it is anticipated that the reserve could reach a deficit of £137.4m by the end of 2025/26.
28. The regulations which require the negative balance to be held in an unusable reserve come to an end on 1 April 2023. If a solution is not found or extension of the regulations is not granted the balance on the reserve will transfer back to the Council's total Earmarked Reserves. If this happens, it materially impacts on the overall level of reserves and by 2025/26, the Council would be in a position where its total reserves were negative.

2022/23 risk assessment for determining appropriate level of balances

Area of risk	2022/23 £m	Explanation of risk/justification of balances	2021/22 £m
Emergencies	5.2	An allowance of 1.0% of annual net operating budget for the cost of responding to emergencies that falls outside of eligibility for the Bellwin Scheme	4.8
Directorate overspends	8.4	Risk that directorates will overspend due to unforeseen pressures, demography or demand (based on a 3.0% adverse variance less available Contingency budget).	9.3
Non-achievement of planned savings	4.3	Risk that savings are not achieved. Assumes 25% are not achieved	3.9
Contingent liabilities & insurance risk	4.5	Possible liabilities for which no provision has been made or funding set aside in an earmarked reserve (0.5% of gross expenditure or minimum to meet quantified contingent liabilities)	4.3
Major contracts & 3rd party spend	6.5	Risk of contractors failing, mis-specification, or non-delivery plus contract costs increase by more than allowed for in the budget - calculated as 2.0% of estimated spend on major contracts and third party spend	6.5
Total	28.9		28.8

Forecast Earmarked Reserves 2021/22 to 2025/26

Name	Actual Balance at 1 April 2021 £m	Movement £m	Forecast Balance at 31 March 2022 £m	Movement £m	Forecast Balance at 31 March 2023 £m	Movement £m	Forecast Balance at 31 March 2024 £m	Movement £m	Forecast Balance at 31 March 2025 £m	Movement £m	Forecast Balance at 31 March 2026 £m
Schools	11.8	0.0	11.8	0.0	11.8	0.0	11.8	0.0	11.8	0.0	11.8
Vehicle and Equipment	2.1	0.3	2.4	-0.8	1.6	-0.5	1.1	-0.1	1.0	0.3	1.3
Grants and Contributions	20.8	-11.7	9.1	3.9	4.8	-0.3	4.7	-0.1	4.6	0.0	4.6
Government Initiatives	2.1	-0.7	1.4	-0.2	1.2	0.0	1.2	0.0	1.2	0.0	1.2
Trading Accounts	0.5	-0.1	0.4	-0.1	0.3	0.0	0.2	0.0	0.2	0.0	0.2
Council Elections	0.7	-0.4	0.4	0.2	0.6	0.2	0.8	-0.5	0.3	0.0	0.3
Partnerships	3.0	-2.0	1.0	-1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
On Street Car Parking	3.1	-1.3	1.9	-0.9	1.0	-0.8	0.2	0.0	0.2	0.0	0.2
Insurance	12.5	0.0	12.5	0.0	12.5	0.0	12.5	0.0	12.5	0.0	12.5
Capital	47.4	-2.4	45.0	6.6	51.6	-15.5	36.1	-0.9	35.2	-8.2	27.0
Demographic Risk	6.0	3.0	9.0	4.0	13.0	4.0	17.0	4.0	21.0	4.0	25.0
Budget Priorities	14.6	-3.0	11.6	-6.8	4.8	-1.2	3.6	-1.2	2.4	1.8	4.2
Budget Equalisation	0.0	0.0	0.0	1.8	1.8	4.2	6.0	1.2	7.2	-1.3	5.9
COVID-19	14.2	9.2	23.4	-8.4	15.0	-6.3	8.6	-3.2	5.5	-2.1	3.3
Transformation	1.1	1.7	2.8	-1.3	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Redundancy	1.8	1.0	2.8	-1.0	1.8	0.0	1.8	0.0	1.8	0.0	1.8
Investment Pump Priming	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Business Rates	1.1	2.0	3.1	-0.6	2.5	-0.6	1.9	0.0	1.9	0.0	1.9
Council Tax Collection Fund	6.0	0.0	6.0	-5.0	1.0	-1.0	0.0	0.0	0.0	0.0	0.0
Total Reserves Excl Schools	139.7	-5.1	134.8	-9.6	117.0	-17.8	99.2	-0.8	98.5	-5.5	92.9
Total Earmarked Reserves	151.5	-5.1	146.6	-9.6	128.8	-17.8	111.0	-0.8	110.3	-5.5	104.7
DSG Unuseable Reserve *	-11.5	-16.9	-28.4	-20.3	-48.7	-32.3	-81.0	-49.3	-130.3	-69.6	-199.9
Total All Reserves	140.0	-22.0	118.2	-29.9	80.1	-50.1	30.0	-50.1	-20.0	-75.1	-95.2

* Refer to Paragraphs 22 - 26 for details

Forecast Earmarked Reserves 2021/22 to 2025/26

Name	Description
Schools	The scheme of Local Management of Schools (Education Reform Act 1988) requires individual schools carry forward surpluses and deficits.
Vehicle and Equipment	To fund future replacement of vehicles and equipment
Grants and Contributions	Holds overspent or underspent grants & contributions committed to be spent or recovered in future years. Excludes balance relating to DSG.
Government Initiatives	Holds underspends on budgets funded by ring-fenced specific grants relating Government initiatives or agreed outcomes.
Trading Accounts	Holds funds relating to traded activities which are carried forward each year (whether surplus or deficit).
Council Elections	To meet the cost of the County Council elections every four years.
Partnerships	Holds funds relating to partnership arrangements including funds held on behalf of the Oxfordshire Waste Partnership.
On Street Car Parking	Balance under the operation of the Road Traffic Regulation Act 1984 (Section 55).
Insurance	Covers the Council for insurance claims that, based in previous experience, are likely to be received and other insurance related issues.
Capital	For financing capital expenditure in future years as set out in the Capital Programme.
Demographic Risk	Held to improve the financial resilience of the council in relation to the impact of carrying a negative DSG High Needs balance.
Budget Priorities	Reserve to support the priorities of the Council and the MTFS.
Budget Equalisation	To manage the timing differences between funding changes and emerging pressures over the period of the MTFS.
COVID-19	To meet the costs associated with COVID-19.
Transformation	To meet the costs of the transformation programme including service redesign.
Redundancy	To meet the costs of any redundancy and pension strain costs.
Investment Pump Priming	To fund the feasibility costs of schemes, which until the point of scheme approval remain a revenue cost.
Business Rates	To smooth out any volatility in the business rates collected by the District Councils and City Council on behalf of the County Council.
Council Tax Collection Fund	To smooth out any volatility in the council tax collected by the District Councils and City Council on behalf of the County Council.

Oxfordshire County Council

4.8 – Summary Equality Impact Assessment

November 2021

Section 1: Summary details

Directorate and Service Area	All Directorates and Service Areas
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	This assessment sets out the overall impact that the budget and business planning proposals have on a range of equality and diversity characteristics, including the nine protected characteristics defined under the Equality Act 2010, and sets out any mitigations that have been put in place against possible negative impacts.
Is this a new or existing function or policy?	This Equality Impact Assessment provides an overview of the 2022/23 budget and business planning proposals and so comments on changes to existing programmes as well as new proposals.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>This assessment covers the overall budget and business planning proposal for Oxfordshire County Council and seeks to highlight key evidence and intelligence that the Council has used to assess the impact of its budget proposals on the nine protected characteristics set out in the Equality Act 2010. The Council has also assessed the impact on those living in rural areas, those living with social deprivation, armed forces communities and carers.</p> <p>An initial review of all proposals was completed by the corporate policy team to review the impact of savings and determine where mitigations would be required. Individual Equality Impact Assessments will be finalised following approval of budget proposals for any required policy change that could have a negative impact.</p> <p>The assessment has not identified any bias, unfair advantage or disadvantage to any groups or individuals. Where potential negative impacts have been identified, mitigations have been put in place to reduce impact.</p>
Completed By	Emily Schofield, Acting Head of Strategy
Date of Assessment	November 2021

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Council's budget and business planning proposals are designed to enable us to lead positive change – working in partnership to make Oxfordshire a greener, fairer and healthier county. Our nine strategic priorities are:</p> <ol style="list-style-type: none"> 1. Put action to address the climate emergency at the heart of our work. 2. Tackle inequalities in Oxfordshire. 3. Prioritise the health and wellbeing of residents. 4. Support carers and the social care system. 5. Invest in an inclusive, integrated and sustainable transport network. 6. Preserve and improve access to nature and green spaces. 7. Create opportunities for children and young people to reach their full potential. 8. Play our part in a vibrant local democracy. 9. Work with local businesses and partners for environmental, economic and social benefit. <p>This budget and business planning round has been impacted due to facing an uncertain funding situation. There has been a commitment from government in its autumn budget to provide new grant funding for councils over the next three years to support vital local services, however, details remain unclear. The ongoing impact of COVID-19 is continuing to place significant pressures on our day to day services, and also affects our income streams. Added to this, our population is growing and ageing at one of the fastest rates in our history, which puts more pressure on our budgets and services. This means we need to make additional savings on top of those already agreed for our 2022/23 budget.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>This impact assessment covers all savings proposals across Commercial Development, Assets and Investment, Children's Services, Environment and Place, Public Health, Adults and Housing Services, Customers, Organisational Development and Resources. Details of proposals are set out in the main Budget and Business Planning proposals.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research</p>	<p>In considering the impact of budget proposals before they are formally agreed, the Council undertakes a detailed process of democratic and community engagement. This includes:</p>

<p>findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<ul style="list-style-type: none"> • Using the Oxfordshire Joint Strategic Needs Assessment (JSNA) of health and wellbeing needs to consider the impact of proposals as they are drawn up and in the development of this overarching assessment. The Council's JSNA can be found here; • A public consultation process, the results of which are published alongside the Budget and Business Planning proposals; • A democratic process including agreement of proposals by Cabinet, analysis and comment on those proposals by Audit and Governance Committee, and adoption of the budget by Full Council. Each of these stages provides an opportunity to invite comment and engagement from the public and representatives of particular organisations or population groups.
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The council must seek to find savings in order to mitigate the financial pressures as set out above. Savings proposals must be put forward for consideration.</p>

Section 3: Impact Assessment - Protected Characteristics – see next page

Age: In mid-2019 there were 691,700 residents in Oxfordshire. 22% of the population are resident in Oxford City, 38% in the county's main towns and the remaining 40% in smaller towns and villages. Oxfordshire's population is expected to rise to 832,300 by 2029. In that time, the number of residents aged 65 and over is expected to grow by 23%, compared with 14% of working age residents, and children by 12%.

The proposal to move the Fire Cadets to a charitable status should provide a more inclusive initiative which will enable more children and young people to join. As this proposal is developed, a dedicated EIA will be completed. The proposal to seek efficiencies in Obesity and Physical Activity budgets will aim to develop a programme to support children who have been identified as very overweight or obese, and this proposal will address the gap in current support provision. A dedicated EIA has been completed for this budget proposal.

Disability: Around 19% of the South East population have a disability. As of 1 April 2020, there were 1,672 adults receiving long term social care for learning disabilities in Oxfordshire from Oxfordshire County Council Adult Social Care services. In 2019-20 there were a total of 3,025 people with learning disabilities (all ages) registered with GP practices in Oxfordshire Clinical Commissioning Group. According to the school census (January 2020) in Oxfordshire there was a total of 6,391 pupils with learning difficulties (including specific, moderate, severe, profound and multiple) in schools in Oxfordshire. In January 2020, there were 1,938 pupils in Oxfordshire registered with their primary/main type of need as Autism Spectrum Disorder, 2% of all pupils.

The proposal to increase Pay and Display fees in Oxford City will not extend to residents eligible for the Blue Badge scheme. A dedicated EIA has been completed for this budget proposal.

Gender Identity: There is limited information available on gender identity and data at a local level is not available. During the 2019-20 financial year, there were 445 applications for gender recognition certificates in the UK but this will be under representative of those whose gender identity does not match the sex they were assigned at birth. No specific issues relating to gender reassignment have been identified as likely to arise as a result of these proposals.

Pregnancy and Maternity: There were 7,287 live births in Oxfordshire in 2019. Oxfordshire had an above-average proportion of births to older mothers. No specific issues relating to pregnancy and maternity have been identified as likely to arise as a result of these proposals.

Marriage and Civil Partnership: At the time of the 2011 Census there were 128,400 married households in Oxfordshire and 682 registered same-sex civil partnerships. Same sex marriage became legal in 2014. In 2017 in Oxfordshire there were 3,224 marriages of opposite sex couples and 79 same-sex marriages. No specific issues relating to marriage and civil partnership have been identified as likely to arise as a result of these proposals.

Race including ethnic or national origin, colour or nationality: In 2011, there were 107,000 people in Oxfordshire of an ethnic minority background (non white British) up from 60,900 in 2001. The proportion of the population from ethnic minority backgrounds in Oxfordshire increased to 16% in 2011, remaining below the England average (20%).

At the time of the 2011 Census, there were 623 people living in Oxfordshire identifying as Gypsy or Irish Traveller. The proposal to increase recovery rent and utility costs recovery from residents in council owned Traveller sites, aims to provide a holistic approach to supporting residents in rent and utilities arrears. This proposal has a dedicated EIA which is included in the budget consultation documents.

Religion or belief: The question on religion and belief in the 2011 Census survey was voluntary and 65% of residents in Oxfordshire responded to this question. 93% of those that responded said that they were Christian, the largest non-Christian group stated that they were Muslim with 15,700 residents in the county and 28% of respondents said that they had no religion or belief. This impact assessment has identified no specific impact of our budget and business planning proposals on religion or belief.

Sex: As of mid-2019 there were 344,030 (49.7%) males and 347,637 (50.3%) females living in Oxfordshire. In 2017-19, cancer was the leading cause of death in Oxfordshire, followed by Heart Disease and stroke for males and Dementia for females. This impact assessment has identified no specific impact of our budget and business planning proposals on sex.

Sexual Orientation: There is limited data on sexual orientation defined as people identifying as heterosexual/straight, gay/lesbian, bisexual or another sexual attraction. It was estimated that there was a total of 12,300 people aged 16+ in Oxfordshire identifying as Lesbian, Gay or Bisexual in 2018. This impact assessment has identified no specific impact of our budget and business planning proposals on sexual orientation.

Rural Communities: Oxfordshire is the most rural county in the South East at 2.6 people per hectare and 40% of our population live in smaller towns and villages. This impact assessment has identified no specific impact of our budget and business planning proposals on rural communities.

Armed Forces: In April 2020 there were 9,360 regular armed forces personnel stationed in Oxfordshire and as of March 2020 there were 6,623 recipients of pensions/compensation under the Armed Forces Pension Scheme, War Pension Scheme and Armed Forces Compensation Scheme in the county. This impact assessment has identified no specific impact of our budget and business planning proposals on the Armed Forces.

Carers: In 2019-20 there were a total of 4,540 carers in Oxfordshire who were registered and receiving a service in the form of a carer's assessment or direct payment from a pooled budget. According to the Census 2011 survey, 61,100 residents were providing unpaid care. No specific issues relating to carers have been identified as likely to arise as a result of these proposals.

Care leavers: Care leavers face many challenges as they move into adulthood, such as those relating to careers, education, accommodation and personal change. As of 31 March 2020, there were 291 care leavers in Oxfordshire. This impact assessment has identified no specific impact of our budget and business planning proposals on Care Leavers.

Areas of Social Deprivation: Although Oxfordshire is generally considered to be relatively affluent, there are pockets of deprivation. According to the Indices of Multiple Deprivation (IMD 2019) Oxfordshire had 1 out of 407 Lower Super Output Areas (LSOAs) ranked within the 10% most deprived areas nationally, part of the Northfield Brook ward in south east Oxford. A further 16 areas were ranked in the 20% most deprived areas nationally, 9 in Oxford City, 6 in Banbury and 1 in Abingdon.

The proposal to review home to school transport could impact those in areas of social deprivation, should the review lead to the adjustment of the price of the spare seat scheme. As this proposal is explored, as full EIA will be developed alongside policy development to ensure that any negative impacts arising from the recommendations have appropriate mitigations in place. The proposal to move the Fire Cadets to a charitable status should enable a more inclusive initiative which will enable more children and young people to join. As this proposal is developed, a dedicated EIA will be completed

The overall budget proposals have been developed with the objective of effectively targeting services so that we continue to meet the needs of the most vulnerable, including those living with deprivation, and fulfil our statutory duties. All proposals that will have an impact, positive or negative, on any protected characteristic or on rural communities, armed forces, carers or areas of social deprivation, will have an individual EIA completed alongside policy development, to ensure full compliance to our commitment to Equality, Diversity and Inclusion.

Section 4.9 – Overarching climate impact assessment of OCC 2022-23 revenue budget proposals

This overarching climate impact assessment provides a high-level assessment of the potential impact of proposed changes to the revenue budget on the council's ability to meet climate action commitments. It does not cover the ongoing revenue budget or capital budget proposals.

Context

In 2019, OCC declared a climate emergency and committed to prioritising climate action in decision making. More recently, a climate action framework was approved that commits the council to:

- Being carbon neutral in its operations by 2030
- Enabling a zero-carbon Oxfordshire by 2050.

What is a Climate impact Assessment

The assessment is intended to ensure that our decisions are aligned with climate action commitments, that the impacts of revenue budget proposals are considered, with the potential benefits maximised and possible challenges mitigated, to the extent possible within overall funding available

Services are asked to assess how their revenue budget proposals affect the council's ability to reduce emissions from our buildings, our fleet, staff travel, purchased products and services (including construction), and to enable emission reductions in maintained schools and at a county level.

High-level assessment of climate action impact of revenue budget proposals

Some of the revenue proposals put forward were deemed by services to not impact the council's ability to meet its climate action commitments and, as such, were not assessed.

Revenue proposals were identified that will help reduce carbon emissions, particularly those relating to increased support for community action.

A new climate outreach post will provide decarbonisation advice to council staff, schools, local businesses, parish and town councils, and local groups, while additional funding for the Community Action Groups Oxfordshire programme will help residents to step up action on waste reduction, recycling, energy, biodiversity, and carbon sequestration.

Further specific positive climate impact is assessed for the expansion of the environment team to respond to the new Environment Bill, namely through the development of the local Nature Recovery Strategy (NRS). Measures arising from the implementation of the NRS will be beneficial in sequestering carbon in natural features and habitats.

Changes to on-street parking fees in Oxford could reduce carbon emissions by encouraging drivers to walk, cycle or use public transport. The repurposed funding for obesity and physical activity is also expected to promote active travel as a way of embedding physical activity into every day life.

Finally, the adoption of a digital post room will allow the council to reduce staff travel and the carbon footprint of its estate.

No negative climate impacts were identified for the revenue budget proposals submitted.

Section 5

Capital Budget Strategy

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Capital and Investment Strategy - 2022/23 to 2031/32

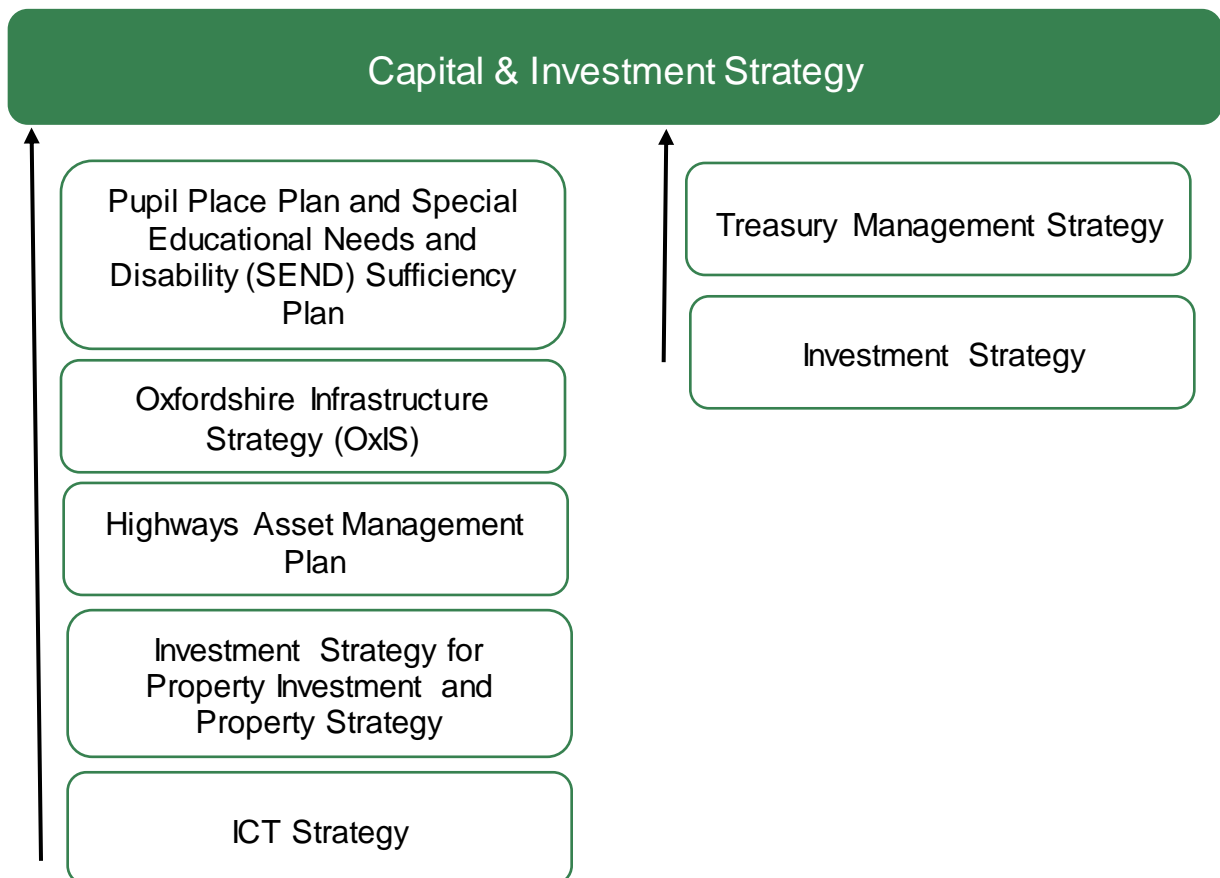
Purpose and Objectives

1. The Prudential Code for Capital Finance in Local Authorities 2021 requires that for each financial year, a local authority should prepare at least one Investment Strategy containing the disclosures and reporting requirements specified in the guidance. The Strategy must be approved by full Council.
2. The definition of an investment covers all the financial assets of a local authority as well as other non-financial assets that the organisation holds primarily or partially to generate a profit; for example, investment property portfolios.
3. The objectives of the Prudential Code are to ensure that the capital expenditure plans of local authorities are affordable, prudent and sustainable and that treasury management decisions are taken in accordance with good professional practice and in full understanding of the risks involved.
4. The Prudential Code requires authorities to look at capital plans, investments, and debt in the light of overall organisational strategy and resources and ensure that decisions are made with sufficient regard to the long-term financing implications and potential risks to the authority.
5. The Prudential Code sets out that in order to demonstrate that the authority takes capital expenditure, investment and borrowing decisions in line with service objectives and properly takes account of stewardship, value for money, prudence, sustainability and affordability, authorities should have in place a capital strategy. The capital strategy should set out the long-term context in which capital expenditure and investment decisions are made and gives due consideration to both risk and reward and impact on the achievement of priority outcomes.
6. This Capital and Investment strategy sets out the requirements of the Prudential Code covering all the investments of the authority and covers the following areas:
 - Approach to capital investment
 - Capital financing principles
 - Capital programme approach and overview of existing Capital Programme
 - Capital investment proposals for 2022/23 – 2031/32
 - Capital governance and decision-making
 - Minimum Revenue Provision Policy Statement for 2022/23 (Annex 1)

- Prudential Indicators for Capital Finance (Annex 2)
- Pupil Place Plan (Annex 3)

Introduction

7. The Capital and Investment Strategy is a policy document that outlines Oxfordshire County Council's approach to investments over the medium term. It is closely linked to other key strategic and policy documents, such as:
 - Strategic Plan
 - The Oxfordshire Infrastructure Strategy (OxIS)
 - Oxfordshire Joint Statutory Spatial Plan
 - Highways Asset Management Plan
 - Oxfordshire Local Industrial Strategy
 - The Financial Strategy including the Medium Term Financial Strategy
8. This strategy reflects the ambition for the Capital Programme where the schemes contained in the programme will all be defined from council strategies that determine the management of its assets, services and needs.
9. This diagram shows relationship between the Capital and Investment Strategy and supporting plans and strategies with the various service plans and strategies as well as the Treasury Management & Investment Strategy all feeding into to the overarching Capital & Investment Strategy:



Section 5.1

10. The Capital and Investment Strategy complements the key documents above by defining the approach, structure and governance for the effective financing and management of the Council's capital investment needs and ambitions. It outlines how capital investment contributes to the Council's priorities and how the Council's existing and proposed capital resources will be effectively managed to meet the planned needs plus opportunities for meeting the ambitions for longer term capital investments.
11. It is inevitable that the level of capital resources required to meet capital investment needs and aspirations will exceed the actual resources available. Therefore, one of the key purposes of the Capital and Investment Strategy is to ensure that capital projects or programmes are only approved where they accord with the capital investment principles.
12. The Council seeks to employ a variety of different resources to close the funding gap. In this context, the second key purpose of the Capital and Investment Strategy is to ensure that capital investment plans are affordable, prudent, sustainable and demonstrate value for money. It provides the framework for determining capital spending plans and the effective use of the Council's capital resources.
13. The capital programme is currently structured as follows:
 - **Pupil Place Plan:** including basic need (new schools and expansion), maintenance, health and safety and improvements
 - **Major Infrastructure:** including Growth Deal Infrastructure programme
 - **Highways and structural maintenance:** including street lighting, and bridges
 - **Property and Estates:** including the Property Investment Strategy health and safety, maintenance and improvements
 - **ICT Strategy:** including broadband and end user equipment
 - **Passported Funds:** including Disabled Facilities Grant and Devolved Schools Capital
 - **Vehicles and Equipment:** including fire and rescue vehicles and equipment
14. The Capital Programme is categorised between firm schemes that have been agreed to address identified need – the **Firm Programme**, and elements of the programme that are forecast costs to address predicted needs – the **Pipeline Programme**. Schemes in the Firm Programme have a defined scope with an initial cost estimate. Schemes in the Pipeline programme are subject to optioneering and feasibility assessment and have estimated costs. As such, these schemes may change in both scope and value before being agreed through the capital governance process and brought forward into the firm programme reflecting changes in the underlying need and value for money assessment.

The Oxfordshire Fair Deal Alliance's Priorities

15. The Capital and Investment Strategy underpins the significant contribution that the capital programme can make in delivering the Oxfordshire Fair Deal Alliance's nine priorities. These include investing in an inclusive, integrated and sustainable transport network, putting action to address the climate emergency at the heart of our work and improving access to nature and green spaces. Capital schemes can also contribute to creating opportunities for children and young people to reach their potential and to supporting carers and the social care system. This strategy also seeks to ensure that resources are used in the most efficient way and support the Council's objectives most effectively.
16. Funding needed for existing capital programmes and schemes has been reviewed alongside emerging investment pressures and the priorities of the Oxfordshire Fair Deal Alliance as part of the Budget & Business Planning Process.

Capital Investment Principles

17. Capital expenditure is defined as spending that creates an asset for the Council (e.g. buildings, vehicles and equipment), and spending which meets the definition in regulations specified under the Local Government Act 2003. This includes spend on non-current assets that are not owned by the Council such as academies and the award of capital grants and funding agreements.
18. The Council's approach to capital investment is integral to the Council's financial planning processes. The approach aims to ensure that:
 - Capital expenditure contributes to the achievement of the Oxfordshire Fair Deal Alliance's priorities and the Strategic Plan including commitment to put action to address the climate emergency at the heart of the council's work and to explore opportunities for social value;
 - An affordable and sustainable capital programme is agreed;
 - Use of resources and value for money is maximised;
 - A clear framework for making capital investment decisions is provided;
 - A corporate approach to the use of capital resources is maintained;
 - Sufficient assets to provide services are acquired, or built, and maintained;
 - Invest to save initiatives to make efficiencies within the Council's revenue budget are encouraged;
 - Investment in existing assets to enhance their value, including acquisition of land, is supported;
 - An appraisal and prioritisation process for new schemes is robust

Capital Programme Financing Principles

19. The Council's capital programme financing principles are:
- Non ringfenced capital grants are treated as a corporate resource and used flexibly.
 - Capital receipts are treated as a corporate resource and used across the capital programme flexibly.
 - The Council will continue to be proactive in ensuring, as far as possible, that all additional capital investment needs arising from new developments are funded from developer contributions.
 - Ringfenced resources are used for the purposes for which they are issued.
 - Prudential borrowing will only be considered where:
 - i. there is a robust invest to save model; or
 - ii. the council has a significant unmet capital need; or
 - iii. It contributes towards the overall investment approach

Investment Strategy for Property Investment

20. The Investment Strategy for Property Investment is required to be approved by Council annually and is included at Section 5.3. The strategy sets out an investment framework under which the Council can undertake investments and offers opportunities for generating long term and sustainable income streams through investment in asset classes with different attributes to investments currently held through Treasury Management activities. This diversifies the overall investment portfolio and enhances the financial resilience of the Council.
21. The Prudential Code requires that where authorities have commercial investments (Category D), they should disclose the contribution they make towards the service delivery objectives and/or place making role of the authority. In addition, the types of investment, due diligence processes, the proportionality of those investments and the local authority's risk appetite are also required to be set out. Currently no investments of this nature have been made but it may be possible to upgrade or extend empty buildings to generate rental income, for example, subject to business cases being agreed.
22. The Investment Strategy for Property Investment is supported by the Property Strategy (Section 5.4) which will identify opportunities for releasing Council owned assets to realise investment opportunities by achieving the key strategic objectives set out in the strategy to:
- support service delivery for the community
 - deliver climate action priorities
 - support and empower a more agile organisation
 - achieve more value from the council's assets

Capital Programme Investment Overview

23. The Council's ten - year Capital Programme underpins the supporting strategies as well as the Oxfordshire Fair Deal Alliance's priorities and strategic plan and sets out the agreed capital investment to deliver those priorities.
24. The Council plans for a ten-year capital programme to ensure that schemes and programmes can be developed, delivered and funded over the medium term in line with the supporting strategies and the Financial Strategy.
25. The proposed capital programme for 2021/22 to 2031/32 totals £1,383.5m (excluding earmarked reserves). The proposed programme is based on the latest capital programme 2021/22 to 2030/31 as reported to Cabinet in the Capital Programme Monitoring Report in December 2021, including recommendations set out in the report. Proposed changes to the programme are set out in Section 5.5. Section 5.6 sets out the detailed draft Capital Programme for 2021/22 to 2031/32 by year and programme area. Some of the changes set out below reflect the addition of 2031/32 to the programme and extend the existing programme into that year.
26. The table below sets out the proposed programme by strategy and the split between the Firm Programme (£607.9m) and Pipeline Programme (£578.6m).

Strategy / Programme	Current Year 2021/22 £m	Proposed Firm Programme (2 years) £m	Proposed Pipeline Programme £m	Total Programme £m
Pupil Place Plan	37.8	86.9	122.2	246.9
Major Infrastructure	65.4	338.1	284.4	687.9
Highways Asset Management Plan	42.8	107.6	128.2	278.6
Property, Estates and Investment Strategy	11.4	47.5	25.4	84.3
ICT	7.6	14.9	7.6	30.1
Passported Funding	31.2	9.7	4.4	45.3
Vehicles and Equipment	0.8	3.2	6.4	10.4
Total Estimated Capital Programme Expenditure	197.0	607.9	578.6	1,383.5
Earmarked Reserves	0.0	12.6	82.0	94.6
Total Estimated Capital Programme	197.0	620.5	660.6	1,478.1

27. The 2021/22 forecast of £197.0m is a reduction of £8.3m compared to the October Capital Programme and Monitoring report considered by Cabinet in December 2021. The main variation is a reprofile of £4.950m of spend on the LED Street Lighting Programme into 2022/23. The remaining changes are reported within the Major Infrastructure and Property, Estates & Investment programmes to reflect the updated position.

Pupil Place Plan - £246.9m

28. The Pupil Place Plan includes present and predicted future pupil numbers on roll, together with information about birth rates, school capacity, and new housing. The Plan sets out proposed changes in the number of school places available over the next year and it suggests where other changes may be necessary in the future. The updated Pupil Place Plan is set out at Annex 3 and is recommended to be endorsed by Cabinet.
29. The programme also includes investment to support the Special Educational Needs and Disability (SEND) Sufficiency Strategy which was agreed in December 2018. A public consultation on the Local area SEND Strategy which encompasses all the education, health and children's social care strands will be launched in January 2022. An update to the Strategy linked to the agreed principles of that consultation will then be completed.
30. Primary Education Sufficiency Planning: The number of primary pupils on roll at Oxfordshire's mainstream schools fell by 0.2% between the academic years 2018/19 and 2019/20, and then rose by 0.4% between 2019/20 and 2020/21. Reception numbers, which had been falling, increased by 1% between academic years 2018/19 and 2019/20, and again by 0.8% between 2019/20 and 2020/21 as a result of large-scale housing development underway and planned across the county. Current pupil projections anticipate a 1.2% increase in primary pupil numbers between 2020/21 and 2025/26.
31. Planning for primary school sufficiency is now more focused on housing growth, rather than birth-rate led pressure, and as a result growth in demand for school places will not be evenly spread between schools. In many areas the increases in capacity provided in recent years will be sufficient to meet the demand of the period covered by the Pupil Place Plan, but there will be some further expansions of schools in areas of housing growth. There will also be more new schools opened within significant housing developments.
32. Secondary Education Sufficiency Planning: Demand for secondary school places has been growing strongly in recent years and is expected to peak in 2022 then stabilise until growth resumes later in the decade. However as with primary provision, this pattern is not consistent across the county.
33. Total secondary pupil numbers are continuing to grow strongly – by 2.8% between the academic years 2018/19 and 2019/20 and by 2.6% between 2019/20 and 2020/21 – as the higher numbers in primary schools are now

feeding through to secondary schools. Current pupil projections anticipate a 7.8% increase in secondary school pupil numbers between 2020/21 and 2025/26. The Council is working closely with secondary schools to ensure sufficient capacity as the population growth moves through into secondary school. As this growth follows a period of falling numbers, in some cases secondary schools have sufficient capacity to meet the population growth expected over the period covered by the Pupil Place Plan. Where schools are expected to need to expand, options for doing so are being explored. There will also be several new schools required, usually related to areas of significant housing growth.

34. Special Education Provision Sufficiency Planning: The SEND Sufficiency Strategy was approved by Cabinet in December 2018. Implementation of the strategy includes securing the opening of new special schools in Bloxham and Didcot; rebuilding and expanding Northfield School in Oxford (completed 2021); expanding John Watson School and Bardwell School (completed 2021/22); and extending the county's network of special needs resource bases. Work is underway to update the Strategy given that the rapid growth in demand for special school places continues to exceed the rate of population growth.
35. It is proposed to increase the Pupil Place Pipeline programme by £12.5m to reflect additional emerging need over the ten-year programme and to include an additional year for the annual maintenance programme in 2031/32. This is expected to be funded through basic need grant allocations and includes the additional School Condition Funding of £2.3m received in 2021/22.
36. Contingency of £7.0m, held in capital reserves, has been earmarked for potential additional costs of building new schools arising from changes to building regulations and consideration of a zero - carbon initiative for new schools.

Major Infrastructure - £687.9m

37. The current programme includes delivery of the Growth Deal Infrastructure Programme, Didcot Garden Town and the Science Bridge (HIF1) and the A40 Smart Corridor (HIF2). These schemes underpin the Oxfordshire Infrastructure Strategy (OxIS) which was agreed in 2017.
38. An updated Oxfordshire Infrastructure Strategy (OxIS) was commissioned on behalf of the Future Oxfordshire Partnership, to provide a holistic assessment of the infrastructure needs of the county aligned to the priorities of both the Future Oxfordshire Partnership and the district and city councils and to support the emerging Oxfordshire Plan 2050.
39. The OxIS Stage 1 Report provides a strategic framework for Oxfordshire County Council (OCC), Oxfordshire's four District and City Councils and key strategic partners to prioritise currently proposed infrastructure scheme

investment aligned to the five OxIS themes as well as identify potential delivery and funding opportunities to 2040. This report will be followed by the OxIS Stage 2 Report in 2022 that will consider new proposals for strategic infrastructure required to meet Oxfordshire's needs in the period to 2050. The OxIS Stage 2 Report will be aligned with the Oxfordshire Plan 2050. This is a forthcoming Joint Statutory Spatial Plan identifying key areas where sustainable housing and employment growth can occur to 2050 and which will underpin the next iteration of Oxfordshire's Local Plans.

40. Cabinet will be asked to endorse OxIS Stage 1 in February 2022 and future schemes will be considered and prioritised against the strategic framework set out in the Stage 1 report.

Zero Emission Bus Regional Areas (ZEBRA)

41. As set out in the report elsewhere on the January 2022 Cabinet agenda, Oxfordshire is one of 17 local transport authorities in England to be invited to submit a full Business Case for its Zero Emission Bus Regional Areas (ZEBRA) scheme, in support of the Government's Road to Zero Strategy for transition to zero emission transport by 2050.
42. If successful, this bid would support a number of the Oxfordshire Fair Deal Alliance's priorities related to health and well-being, climate action, and air quality. A reduction in bus emissions in Oxford would contribute to better air quality and better environments for all users as well as reducing transport's contribution to climate change. Electric buses may also improve the image of buses and the passenger experience, helping to boost bus use and reduce traffic congestion.
43. The total cost of the buses and associated works is estimated at £78.7m. This would be met through bus operator investment of £40.6m plus a bid for Department for Transport grant funding of £32.1m. However, Oxford Bus Company and Stagecoach have indicated that they may require additional financial assistance to make the ZEBRA scheme financially feasible. It is proposed to add £6m funding to the capital programme in 2022/23 to fund additional council grant towards the costs of the ZEBRA scheme. This will be funded from the council's reserves (see Section 5.6 for more detail).
44. Part of the cost to be met by the bus companies will be supported through savings to be achieved as a result of improvements to bus journey times expected to be achieved through the Bus Service Improvement Plan. If these do not materialise or are not agreed there is a risk that the council's contribution would need to increase.

A423 Improvements Programme (incorporating Kennington Bridge)

45. Routine planned maintenance of the A423 at Kennington was planned to take place in 2018/19. Following commencement of this work it was identified that the bridge was in worse condition than expected and that the cost of fully repairing the bridge would be similar to replacing it.

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46. In June 2020, an outline business case was approved for a more comprehensive A423 Improvement Programme. This was developed from 2020-21 and offers the following benefits:
- a. The replacement of the Kennington Railway Bridge
 - b. Improvements to the Hinksey streams as an enabler to the Oxford Flood Alleviation Scheme
 - c. A new eastbound lane dedicated for bus and Park & Ride traffic from Old Abingdon Road to Redbridge Park & Ride
 - d. An upgrade to existing foot and cycleways in line with LTN1/20
47. The A423 improvements programme and the Oxford Flood Alleviation Scheme combined will offer vital benefits for access to Oxford, as well as improvements for National Highways and Network Rail.
48. The inclusion of the new bus lane and the benefits offered are only able to be realised due to the bridge replacement. The bus lane offers an improvement in journey time in both the morning and afternoon peak and is expected to reduce queuing on the A34.
49. The replacement of the bridge enables the additional height required by Network Rail for future electrification of the main line.
50. The Railway Bridge replacement is a crucial part of the Oxford Flood Alleviation Scheme (OFAS) as floodwater from the scheme needs to pass under it to re-join the River Thames and ensure the efficient movement of water through the floodplain; the scheme can only work if there are larger channels in this location.
51. The current approved budget for the scheme is £53.0m based on the feasibility design work undertaken at June 2020. However, the design has since progressed and it is proposed to increase the budget provision by £37.2m to £90.2m.
52. The reasons for the increase are as follows:
- Additional cost related to the bus lane and shared use path.
 - Increase in bridge height to allow for Network Rail futureproofing for overhead line electrification
 - Scope changes to include in-channel works for the Environment Agency.
 - Additional design costs
 - Additional utility diversion & Network Rail costs
 - Inflationary impacts
53. The scheme cost reflects the construction constraints and complexities of working near the railway line, watercourse, and utilities at the site including

high power overhead electricity cables, water, gas and telecoms crossing the site. Traffic management and enabling works requirements to accommodate maintaining traffic flow are a substantial cost to the scheme.

54. £4.0m funding from the Environment Agency related to the Oxford Flood Alleviation Scheme will be used to support the £37.2m increase in the scheme cost. A further £6.0m is being sought from Network Rail to support the cost of futureproofing for electrification. If this funding is not secured a further decision would be required on whether to continue with this element of the scheme. The remaining £27.2m is proposed to be met through prudential borrowing.

Major Infrastructure Contingency

55. As noted in the capital monitoring reports to Cabinet in 2021/22 there are a number of factors increasing the risk to the deliverability and cost of capital schemes in 2021/22 and beyond. These include supply chain issues and inflation, labour market supply, the on-going impact of COVID-19, and the HS2 project absorbing market capacity
56. The combined impact of these factors is affecting delivery across three key areas:
- i. Workforce – both skilled and unskilled
 - ii. Availability of materials
 - iii. Contract price
57. Difficulties in obtaining the right skills and or materials, at the right time could put further pressure on the overall cost of projects and will present increased challenges with programming. General uncertainty in the market is also impacting on the risk contractors are comfortable to take when bidding for work. Prices, which used to be held for several months, are now being held for a number of days so contract prices are much more volatile. These risks are particularly significant for major infrastructure projects where the Council is potentially exposed to any increases in costs and where there are fixed-value grants or contributions from other parties.
58. The Council needs to allow for a series of potential outcomes in respect of these major schemes. Forecasting precise need is difficult in a very uncertain environment. However, reflecting this increased risk, £50m is proposed to be added to the contingency held for major infrastructure schemes. This would be funded through prudential borrowing, and the cost of this borrowing is allowed for in the revenue budget. Pending this risk materialising, the funding to support the cost of the borrowing will be held in the prudential borrowing reserve.

Highways Asset Management Plan - £278.6m

59. The current [Highways Asset Management Plan](#) was agreed by Council in February 2020 and reviewed in January 2021. Locality engagement underpinning an update to the Plan will be undertaken in early 2022 and the expectation is that a revised plan will be agreed by Cabinet in July 2022. The programme includes an additional £80m investment funded by prudential borrowing that was agreed in September 2018. This investment is being made over five years so 2022/23 will be the fourth year.
60. It is proposed to increase the funding for bridges structural maintenance by £2.7m funded by prudential borrowing to support feasibility work to underpin a robust forward programme, as well as undertaking some additional lower cost repairs.
61. It is also proposed to provide funding of £0.5m towards the pedestrianisation of Broad Street in Oxford. Building on the trial undertaken by Oxford City Council in 2021 the intention is to undertake further work to provide a space for the benefit of pedestrians and to support improvements to the environment through the removal of on-street parking.
62. On 19 October 2021 Cabinet agreed a new countywide 20mph speed restriction approach in areas that have traditionally mainly been 30mph limits. The intention is to enhance and create an environment that is more appropriate for our active neighbourhoods: promoting lower vehicle speeds, encouraging more walking and cycling, and supporting a sense of a community place. A key part of the new approach is to promote implementation of 20 mph orders using signage only so it is proposed to add funding of £8m to the capital programme, funded by reserves (see Section 5.5 for more detail), to support the implementation of 20mph speed limits across Oxfordshire for roads that are clearly part of a residential setting, or in areas where people are moving around for leisure, business, or services. This proposal is consistent with Cabinet's commitment to "accelerate our support for communities in implementing 20mph zones" and is made to help to deliver the policy objective of "increased investment in an inclusive, integrated, county-wide active and sustainable travel network fit for the 21st century to improve choice and reduce car journeys across the county".
63. It is proposed to increase the Structural Maintenance Pipeline programme by £15.2m to include an additional year for the annual maintenance programme in 2031/32. This will be funded from the annual block allocation.
64. It is also proposed to add £0.8m additional funding for improvements to Public Rights of Way funded by S106 contributions that the council is holding. Funding of £2.7m is proposed to be added for cameras to enforce the Part 6 Moving Vehicle Violations to improve road safety and traffic flow. £1.3m is expected to be funded by prudential borrowing with the remainder expected to be funded by income from the fines.

Estates and Strategy for Property Investment - £84.3m

The current programme includes a budget of £11.7m to support the Investment Strategy. It is proposed to increase this by £5.5m funded by prudential borrowing to fund additional invest to save projects. These will include gaining planning consent to add value to surplus land and buildings, rationalising office space, co-locating services in fewer buildings and upgrading or extending empty buildings to maximise income generation. Co-location is expected to bring opportunities to reduce running costs, release assets for income generation, enhance customers' experience and enable cross fertilisation between council service areas. Savings arising from these schemes will need to be considered through future Budget and Business Planning processes.

65. Investment grade audits of key council's properties will be carried out in the first quarter of 2022/23. The outcome of that exercise will be used to inform a full review of the Property Strategy later in the year. It will also identify the investment needed to bring the Council's key property assets up to the necessary standard, including enhancements to achieve carbon zero.
66. The Council's emerging Decarbonisation Strategy will identify the scale of the future investment necessary to achieve net carbon zero by 2030
67. It is proposed to increase the corporate estates programme by £1.0m funded through prudential borrowing to fund decarbonisation and condition related works to the corporate estate.

Service Requirements

68. A further £11.0m funding funded by prudential borrowing is proposed to be added to the programme to support new service requirements, in addition to £1.0m Section 106 funding towards the proposed relocation of Banbury Library linked to the [Libraries & Heritage Services: A Strategic Framework 2021-2026](#). Subject to business cases being developed and approved corporate funding is expected to be used to support the development of schemes that help to deliver service strategies, reduce demand and increase service provision in Oxfordshire, and support the Oxfordshire Fair Deal Alliance's priorities. For example, the types of schemes that could be supported by the £11.0m are:

- Additional children's residential care provision: The national shortage, or sufficiency of children placements is impacting Oxfordshire's ability to place children and the council has identified local expansion of residential placements for children as one of its priorities for 2022/23.
- Additional Supported Living Housing provision to enable more adults of working age with assessed social care needs to live independently within Oxfordshire.
- Improvements to Household Waste Recycling Centres.

69. Where schemes are funded by prudential borrowing the business case will need to set out the potential for future service savings to offset the cost of the borrowing as well as wider service benefits.

ICT - £30.1m

70. The Information and Communication Technology Strategy was approved by Cabinet on 19 December 2019. It is proposed to utilise £1.0m surplus funding available through the Better Broadband for Oxfordshire project to support the roll out of fibre Broadband for public buildings.
71. The ICT programme also includes the Rural Broadband and the Rural Gigabit Hub site programmes.

Passported Funding - £45.3m

72. Passported funds are funds transferred to third parties to deliver schemes, usually through a funding agreement.
73. Most of the on-going funding from 2022/23 onwards relates to the Disabled Facilities Grant which is part of the Better Care Fund and is required to be passported to the City and District Councils for delivery. A further year of funding has been added to the programme in 2022/23 (£6.7m).
74. As the Accountable Body for the Oxfordshire Local Enterprise Partnership (OxLEP), the Council's capital programme also includes schemes delivered by third parties on behalf of OxLEP which are funded by government grant. These schemes are expected to be completed by the end of 2021/22 but there are expected to be some residual costs in 2022/23 relating to the council's use of Freedoms and Flexibilities to support the delivery of schemes.

Vehicles and Equipment - £10.4m

75. It is proposed to increase the programme by £0.8m to add an additional year for the annual Fire & Rescue Service vehicle replacement programme in 2031/32. This will be funded from revenue.

Capital Programme Financing Overview

76. The Capital Programme is fully funded over the ten - year period. The table on the next page sets out the resources expected to be used to deliver the capital programme.

Financing	Total Programme £m
Section 106 and Community Infrastructure Levy	236.4
Grants and contributions	790.7
Prudential Borrowing	314.3
Capital receipts	69.0
Revenue Contribution	38.6
Subtotal	1,449.0
Capital Reserves	29.1
Total Financing	1,478.1

77. When necessary, the Capital Programme can fund schemes in advance of receiving specific funding by utilising other resources within the wider programme on an interim basis.
78. The Capital Programme includes a total prudential borrowing requirement of £314.3m. The Treasury Management Strategy (Section 5.2) sets out the Council's strategy for financing this borrowing requirement through both internal and external borrowing.
79. The Treasury Management Strategy also sets out the Council's approach to the investment of cashflows arising from the Council's Capital Programme and Medium Term Financial Strategy.

Governance Arrangements

80. The Prudential Code sets out that the responsibility for decision making and on-going monitoring in respect of capital expenditure, investment and borrowing, including prudential indicators, sits with full council. However, detailed implementation and monitoring may be delegated to a committee.
81. Council and the Cabinet are the key democratic decision-making bodies as per the Council's constitution. The Council approves the key policy documents and the capital programme as part of the Council's Policy and Budgetary Framework. The Cabinet recommends priorities, policy direction and the capital programme to the Council for approval. The Cabinet also approves new inclusions to the capital programme in line with the scheme of delegation and the financial procedure rules.
82. Delegations to officers are set out in full in Section 5 of the Council's Financial Regulations and all officers are bound by the scheme of delegation.
83. The Section 151 Officer, jointly with the Corporate Directors with responsibility for delivery of the Capital Programme, are responsible for ensuring that

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appropriate arrangements are in place to monitor the capital programme and resources. To facilitate this, capital budgets and project scope are agreed and updated through a Business Case process from scheme optioneering through to scheme completion.

84. A review of the governance processes underpinning the capital programme and delivery is being undertaken in early 2022. Linked to this the revenue budget includes proposed funding of £0.130m from 2022/23 for additional on-going staffing capacity to strengthen the co-ordination and oversight of the capital programme.

Minimum Revenue Provision Policy Statement for 2022/23

1. The Council is required by statute to charge a Minimum Revenue Provision (MRP) to the General Fund Revenue account each year for the repayment of debt. The MRP charge is the means by which capital expenditure which has been funded by borrowing is paid for by council taxpayers.
2. Legislation¹ requires local authorities to draw up a statement of their policy on the annual MRP, for full approval by Council before the start of the financial year to which the provision will relate.
3. The implementation of the International Financial Reporting Standards (IFRS) requirements brought some service concession arrangements on balance sheet and resulted in some leases being reclassified as finance leases instead of operating leases. Part of the service charge or rent payable is taken to reduce the balance sheet liability rather than being charged to revenue accounts. To ensure that this does not result in a one-off increase in the capital financing requirement and in revenue account balances, an amount equal to the amount that has been taken to the balance sheet is included in the annual MRP charge.
4. The Council is recommended therefore to approve the following statement:

For capital expenditure incurred before 1 April 2008, the MRP policy for 2017/18 onwards will be a straight-line charge of the outstanding pre-2008 expenditure as at 1 April 2017 calculated over a 50-year period.

For all unsupported (prudential) borrowing, the MRP policy will be based on the estimated life of the assets for which the borrowing is undertaken (Option 3 – Asset Life Method or Annuity Method).

In the case of finance leases and on-balance sheet Private Finance Initiative (PFI) type contracts, the MRP requirement will be regarded as being met by a charge equal to the element of the rent/charge that goes to write-down the balance sheet liability, including the retrospective element in the first year (Option 3 in modified form).

¹ Statutory Instrument 2008 no. 414 s4

Prudential Indicators for Capital Finance

1. The Prudential Code for Capital Finance in Local Authorities (2017) requires the Council to set and monitor against Prudential Indicators in the following categories:
 - Prudence – Capital Expenditure and External Debt
 - Affordability
 - Treasury Management
2. The indicators have been based on the February 2022 capital programme which will be approved by Council on 9 February 2022 with the Business and Budget Planning Report.
3. The capital expenditure figures for beyond 2023/24 will be able to be revised in twelve months' time.

Prudence

Estimates of Capital Expenditure

4. The Council is required to make reasonable estimates of the total of capital expenditure (including earmarked reserves) that it plans to incur during 2022/23 and the following two financial years. The Council must also approve the actual expenditure for 2020/21 and revised forecast expenditure for 2021/22. The table shows the actual capital expenditure for 2020/21 and how that was financed. It also shows the estimated capital expenditure and financing from 2021/22 to 2025/26.

Capital Programme Estimates	2020/21 Actual £m	2021/22 Estimate £m	2022/23 Estimate £m	2023/24 Estimate £m	2024/25 Estimate £m	2025/26 Estimate £m
Capital Expenditure	153.5	197.0	300.1	320.3	285.2	150.4
Financed by:						
Prudential Borrowing	0.2	65.6	63.3	84.4	34.1	62.0
Grants and Contributions	151.7	130.4	230.8	181.1	232.7	77.1
Capital Receipts	0.0	0.0	0.0	32.5	1.9	1.9
Revenue	1.6	1.0	6.0	17.9	4.0	1.0
Reserves	0.0	0.0	0.0	4.4	12.5	8.4
Total Capital Investment	153.5	197.0	300.1	320.3	285.2	150.4

The Capital Financing Requirement

5. Estimates of the end of year Capital Financing Requirement (CFR) for the Authority for the current and future years and the actual Capital Financing Requirement at 31 March 2021 that are recommended for approval are set out in the table below. The actual CFR for 2020/21 was £328.092m. The estimate for 2021/22 is £386.445m and for 2022/23 £451.827m.

Year	Actual/Estimate	£m
2020/21	Actual	328.092
2021/22	Estimate	386.445
2022/23	Estimate	451.827
2023/24	Estimate	512.789
2024/25	Estimate	537.096
2025/26	Estimate	580.920

6. The Capital Financing Requirement measures the authority's underlying need to borrow for a capital purpose. In accordance with best professional practice the County Council does not associate borrowing with particular items or types of expenditure. The authority has an integrated Treasury Management Strategy and has adopted the CIPFA Code of Practice for Treasury Management in the Public Services. The Council has, at any point in time, a number of cashflows both positive and negative, and manages its treasury position in terms of its borrowings and investments in accordance with its approved treasury management strategy and practices. In day-to-day cash management, no distinction can be made between revenue cash and capital cash. External borrowing arises as a consequence of all the financial transactions of the authority and not simply those arising from capital spending. In contrast, the capital financing requirement reflects the authority's underlying need to borrow for a capital purpose.

Authorised Limit and Operational Boundary for External Debt

7. The Authority has an integrated treasury management strategy and manages its treasury position in accordance with its approved strategy and practice. Overall borrowing will therefore arise as a consequence of all the financial transactions of the Authority and not just those arising from capital spending reflected in the CFR.
8. The Authorised Limit sets the maximum level of external debt on a gross basis (i.e. excluding investments) for the Authority. It is measured on a daily basis against all external debt items on the Balance Sheet (i.e. long and short-term borrowing, overdrawn bank balances and long-term liabilities). This Prudential Indicator separately identifies borrowing from other long-term liabilities such

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as finance leases. It is consistent with the Authority's existing commitments, its proposals for capital expenditure and financing and its approved treasury management policy statement and practices.

9. The Authorised Limit is the statutory limit determined under Section 3(1) of the Local Government Act 2003 (referred to in the legislation as the Affordable Limit).
10. The Operational Boundary has been set on the estimate of the most likely, i.e. prudent but not worst-case scenario with sufficient headroom over and above this to allow for unusual cash movements. The Operational Boundary links directly to the Authority's estimates of the CFR and estimates of other cashflow requirements. The table shows the operational boundary for external debt remains within the authorised limit for external debt throughout the period 2021/22 to 2025/26.

	2021/22 Probable outturn £m	2022/23 Estimate £m	2023/24 Estimate £m	2024/25 Estimate £m	2025/26 Estimate £m
Operational Boundary for External Debt					
Borrowing	400.000	470.000	530.000	560.000	600.000
Other long-term liabilities	25.000	25.000	25.000	25.000	25.000
TOTAL	425.000	495.000	555.000	585.000	625.000
Authorised Limit for External Debt					
Borrowing	410.000	580.000	540.000	570.000	610.000
Other long-term liabilities	30.000	30.000	30.000	30.000	30.000
TOTAL	430.000	610.000	570.000	600.000	640.000

Actual External Debt

11. This indicator enables the comparison of Actual External Debt at year end to the Operational Boundary and Authorised Limit. Total external debt as at 31.03.21 was £352.253m.

Total External Debt as at 31.03.21	£m
External Borrowing	335.383
Other Long-term Liabilities	16.970
Total	352.353

Gross Debt and the Capital Financing Requirement

12. This is a key indicator of prudence. In order to ensure that the medium-term debt will only be for a capital purpose, the local authority should ensure that

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the gross debt does not, except in the short term, exceed the total of the capital financing requirement (CFR) in the preceding year plus the estimates of any additional increases to the capital financing requirement for the current and next two financial years.

13. In 2020/21 the CFR was marginally lower than gross debt, indicating a level of borrowing in advance of need. However, from 2021/22 onwards the CFR is forecast to be higher than the level of external borrowing which indicates a level of internal borrowing over the medium term, consistent with the approach set out in the Treasury Management Strategy, taking into account current commitments, existing plans and the proposals in the approved budget.

Debt	31.03.21 Actual £m	31.03.22 Revised £m	31.03.23 Estimate £m	31.03.24 Estimate £m	31.03.25 Estimate £m	31.03.26 Estimate £m
External Borrowing	335.383	313.383	352.383	413.383	437.383	481.383
Long Term Liabilities	16.970	16.391	15.736	14.997	14.161	13.217
Total Debt	352.353	329.774	368.119	428.380	451.544	494.600

Affordability

The Ratio of Financing Costs to the Net Revenue Stream

14. This is an indicator of affordability and highlights the revenue implications of existing and proposed capital expenditure by identifying the proportion of the revenue budget required to meet financing costs. The definition of financing costs is set out in the Prudential Code. The ratio of financing costs to the net revenue stream is estimated to remain within 4-6% in each year and was 4.56% in 2020/21.

Year	Actual/ Estimate	Financing Cost £m	Net Revenue Stream £m	Ratio %
2020/21	Actual	23.218	509.160	4.56
2021/22	Estimate	23.272	532.521	4.37
2022/23	Estimate	25.541	549.355	4.65
2023/24	Estimate	29.183	560.534	5.21
2024/25	Estimate	33.246	578.626	5.75
2025/26	Estimate	35.731	598.082	5.97

15. Financing costs include interest payable on borrowing, interest and investment income and the amount required for the minimum revenue provision (MRP).

The Ratio of Net Income from Commercial and Service Investments to the Net Revenue Stream

16. This is an indicator of affordability and is intended to show the financial exposure of the authority to the loss of income from commercial and service investments. The definition of commercial and service income is set out in the Prudential Code. Based on current activity the ratio of service income compared to the net revenue stream remains at a maximum of 0.05% from 2021/22 to 2025/26.

Year	Actual/ Estimate	Commercial & Service Income (*) £m	Net Revenue Stream £m	Ratio %
2021/22	Estimate	0.000	532.521	0.00
2022/23	Estimate	0.109	549.355	0.02
2023/24	Estimate	0.197	560.534	0.04
2024/25	Estimate	0.280	578.626	0.05
2025/26	Estimate	0.292	598.082	0.05

(*) Estimated annual cash yield from the council's £5m Service Investment in the Resonance Supported Homes Fund.

Oxfordshire County Council

Pupil Place Plan

2021/22 - 2025/26

January 2022



For school planning purposes, Oxfordshire is divided into 23 learning communities, which are defined by secondary schools and their feeder primary schools; towns which have more than one secondary school are treated as a single learning community – e.g. Witney. The data and strategy sections of this Pupil Place Plan are organised by learning community, and pupil forecasts have been provided at this level.

Some learning communities are then divided into smaller planning sub-areas, based on criteria set out by the Department for Education including the geographic characteristics of the area, distances between schools and parental preference patterns. For example, Witney is divided into Witney North and Witney South sub-areas based on the designated areas of the two secondary schools. Within each area strategy section, comments are provided at planning sub-area level.

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**For further information about school place planning, in the first instance
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1. INTRODUCTION

Oxfordshire County Council sees its democratic mandate as having regard for the educational outcomes for all Oxfordshire children and young people in state funded education, regardless of the status of the provider institutions.

The county council has a statutory duty to ensure that sufficient places are available within their area for every child of school age whose parents wish them to have one; to promote diversity, parental choice and high educational standards; to ensure fair access to educational opportunity; and to help fulfill every child's educational potential.

We also have a responsibility to ensure, as far as reasonably practicable, that there are sufficient childcare places to ensure that families can:

- a) access the funded early education entitlements for their child;
- b) take up, or remain in work; or
- c) undertake education or training, which could reasonably lead to work.

The county council also has a duty to respond to any representations from parents who are not satisfied with the provision of schools in the local area. This could be regarding the size, type, location or quality of school provision.

Since 2011, new providers of school places have been able to establish state-funded free schools outside of the local authority school planning process, and now all new schools are deemed to be free schools. There are also a growing number of schools that have converted to become academies, which are also independent of local authority control.

School places are no longer, therefore, solely provided by the county council, and the council must work with these other providers to ensure that the need for school places is met. However, the county council has a unique responsibility to make sure there are enough school and childcare places available for local children and young people. No other local or national body shares the duty to secure sufficient primary and secondary schools.

Although there has been no statutory requirement to publish a School Organisation Plan since 2004, it is considered good practice to produce a plan related to pupil place planning to clearly set out the framework for, and approach towards, the provision of places.

This Pupil Place Plan shows local communities, and those interested in their development, how we expect school provision to change over the next few years. It brings together information from a range of sources and sets out the issues the county council will face in meeting its statutory duties for providing nursery and school places up to 2025 and beyond.

The Plan includes present and predicted future pupil numbers on roll, together with information about birth rates, school capacity, and new housing. The Plan sets out proposed changes in the number of school places available over the next year and it suggests where other changes may be necessary in the future. The Plan also sets out our policies on school organisation and the statutory framework for making changes such as opening, closing or enlarging schools.

2. SCHOOL ORGANISATION CONTEXT

Oxfordshire is a county which is experiencing rapid growth and this is having a significant impact on school planning. Having an up-to-date Pupil Place Plan provides an essential framework for effective planning within this context. An updated plan also provides key partners with trends and data to inform their future decision-making. This Plan is updated and approved annually.

Oxfordshire is a more rural county than South East England as a whole, with one third of the population living in rural areas; primary education in particular plays a critical role in community cohesion and supporting both rural and urban communities. 26% of Oxfordshire's total population is aged 18 or under.

2.1 Oxfordshire's education providers

Early education

Local authorities are not expected to deliver early years provision themselves but to work with providers, including maintained schools, in order to ensure there is sufficient provision available to meet families' needs.

Delivery of early education and childcare provision in Oxfordshire is through a mixed market of private and voluntary providers, including pre-schools, day nurseries and childminders, and through schools, including academies and free schools. There are also seven local authority maintained nursery schools.

The Council publishes an annual Childcare Sufficiency Assessment which is available at www.oxfordshire.gov.uk/cms/content/childcare-sufficiency-market-assessment.

Primary education

As of October 2021, Oxfordshire is home to 243 state sector mainstream schools providing primary education, two of which also provide secondary education. Included in this total are three Infant schools and two Junior schools; all other primary schools provide education for children aged 4-11, and many also offer places for younger children, either directly or through co-located private, voluntary and independent childcare providers of funded early years education. The county council has an above average number of pupils being admitted to their first-choice school, with 93% of on-time applicants offered their first preference primary school for September 2021.

In 2009 the DfE approved a 'Primary Strategy for Change for Oxfordshire'. Through a process of locality review and joining up funding streams, the aim is to provide an outstanding primary school in the heart of the community. The principle of, wherever possible, 1 form entry and 2 form entry schools (i.e. admission numbers of 30 or 60) being the preferred model of school organisation in Oxfordshire was acknowledged. This means that schools are ideally organised to allow admission of one full form of entry or two full forms of entry in any one year. This allows classes to be organised as multiples of 30 pupils per year group which conforms to statutory class size requirements and most effective use of revenue resources.

Intakes of 15 and 45 are also models which are used in many county schools: these models require by definition some mixed year group teaching, usually with two year groups per class. In some schools, local conditions require intakes such as 10 or 20 per year, which require a greater degree of mixed age teaching.

Secondary education

As of October 2021, Oxfordshire is home to 41 state sector mainstream schools currently providing secondary education (two of which are all-through schools also providing primary education); these include two schools providing only for the 14-19 age range: Futures Institute Banbury (formerly Banbury Space Studio, opened 2014), and UTC Oxfordshire in Didcot (opened 2015).

The most common model of curriculum delivery is 11-18 years with a sixth form, although there are four south Oxfordshire schools currently offering 11-16 study only. Two of Oxfordshire's schools provide "all-through" primary and secondary education. Studio Schools and University Technical Colleges cater for the 14-19 age range.

- **University Technical Colleges (UTC)** specialise in subjects that need modern, technical, industry-standard equipment such as engineering and construction, teaching these disciplines alongside business skills and the use of ICT. They are sponsored by a local university and employers, and often work in partnership with FE colleges and established academy trusts. They are usually for 500-800 students.
- **Studio Schools** are small schools for 300 students. With year-round opening and a 9-5 working day, they feel more like a workplace than a school. Working closely with local employers, studio schools offer a range of academic and vocational qualifications including GCSEs in English, Maths and Science, as well as paid work placements linked directly to employment opportunities in the local area.

Specialist education

Oxfordshire is home to 15 state sector schools providing specialist provision for children with special educational needs, including one Alternative Provision Academy (Pupil Referral Unit) and one Hospital School.

These include eight community based special schools providing for children aged 2 to 19 with severe learning difficulties, and profound and multiple learning difficulties. There is countywide provision for children with social, emotional and mental health difficulties, primary and secondary to age 18, and a countywide residential academy for children with autism, severe learning difficulties and challenging behaviour.

Two new special schools are planned, one in Bloxham and the other in southern Oxfordshire, which will focus on social, emotional and mental health needs and autism. The first of these, Bloxham Grove in north Oxfordshire, is due to open for the 2023 school year.

In addition, some mainstream schools include specialist resource bases to provide additional support to children with high level and more complex needs, including hearing impairment, autism, language and communication needs, physical disabilities and moderate learning difficulties. Oxfordshire is working to increase the number of

bases in the coming years: in some cases this will be through including them within existing schools and, in addition, planned new schools are specified to incorporate resource bases, unless there is already one serving the area.

All pupils attending a special school or specialist resource base in Oxfordshire will have an Education, Health and Care Plan, or be undergoing an assessment of their special educational needs. The decision about admission to a special school or resource base is based on clearly defined indicators. Each child is considered carefully according to their needs by a panel of experienced professionals. Parental views are taken into consideration.

School planning areas

For school planning purposes, Oxfordshire is divided into 23 learning communities, which are defined by secondary schools and their feeder primary schools; towns which have more than one secondary school are treated as a single learning community – e.g. Witney. The data and strategy sections of this Pupil Place Plan are organised by learning community, and pupil forecast have been provided at this level.

Some learning communities are then divided into smaller planning sub-areas, based on criteria set out by the Department for Education including the geographic characteristics of the area, distances between schools and parental preference patterns. For example, the Witney learning community is divided into Witney North and Witney South planning sub-areas based on the designated areas of the two secondary schools. Within each area strategy section, comments are provided at planning sub-area level.

2.2 Policies and legislation

Set out below is a summary of key national legislation and local policies affecting school organisation.

Early education and childcare sufficiency

Provision of early education and childcare is vital for the local economy, and for developing stronger communities. One aim of childcare is to ensure parents are supported to be economically active, either in work, or in study or training for work. Early education focuses on the specific learning needs of very young children, and the benefits can extend far beyond the early years - children build confidence, develop their fine and gross motor skills, and expand their communication and social skills through play and exploration. All of this helps to ready them for lifelong learning, as well as preparing them to go to school. Funded early education for 2-year-old children aims to reduce levels of inequality and narrow the pre-school educational gap between disadvantaged and better off children.

Local Authorities are required to secure sufficient early years and childcare provision (*Childcare Act 2016; Childcare Act 2006; Children and Families Act 2014; The Local Authority (Duty to Secure Early Years Provision Free of Charge) Regulations 2014; The Local Authority (Duty to Secure Early Years Provision Free of Charge) (Amendment) Regulations 2016; The Childcare (Early Years Provision Free of Charge) (Extended Entitlement) Regulations 2016*)

- **Sufficient childcare** means securing the right type and volume of provision, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (up to 18 for a disabled child).
- **Sufficient early years provision** means families being able to access their free entitlement for qualifying 2, 3 and 4-year-old children.

Alongside the free entitlement some parents will wish to purchase additional childcare hours from their provider where, for example, they require more childcare to be able to work.

The 2021 annual review of early years sufficiency has confirmed several areas with potential place shortfalls including South East Didcot, Chinnor, Grove and South and East Cherwell. Parts of Oxford City also have limited places, although these are often offset by easily accessible places in an adjacent area of the city. It is important to note that early years sufficiency can change very quickly, for example if a key provider closes or receives a poor Ofsted judgement. Work will continue to identify areas which may be vulnerable and also where additional provision will be needed due to housing growth. Further detail can be found in Oxfordshire County Council's annual Childcare Market Assessment

(www.oxfordshire.gov.uk/cms/content/childcare-sufficiency-market-assessment)

School places - local authorities' statutory duties

Education authorities have statutory duties to:

- Ensure sufficient school places (*Education Act 1996* Section 14).
- Increase opportunities for parental choice (Section 2 of the *Education and Inspections Act 2006*, which inserts sub-section 3A into S14 of the *Education Act 1996*).
- Comply with any preference expressed by parents provided compliance with the preference would not prejudice the provision of efficient education or the efficient use of resources (*School Standards and Framework Act 1998* Section 86).
- Ensure fair access to educational opportunity (Section 1 of the *Education and Inspections Act 2006* inserts sub-section 1(b) into S13 of the *Education Act 1996*).

Paragraph 95 of the *National Planning Policy Framework* (NPPF) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities, and that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. This includes local planning authorities giving great weight to the need to create, expand or alter schools when preparing plans and making decisions on planning applications.

Policy on spare school places

Not all unfilled school places can be considered "surplus". The Audit Commission advises that some margin of spare school capacity is necessary to provide some flexibility for unexpected influxes of children and expressions of parental preference. The 2013 National Audit Office report *Capital Funding for New School Places*

suggested it is “reasonable for authorities to aim for between 5 and 10 per cent primary surplus to allow them some opportunity to respond to parental choice” (para 1.17) and that 5% is “the bare minimum needed for authorities to meet their statutory duty with operational flexibility, while enabling parents to have some choice of schools” (para 1.16).

The 2004 Oxfordshire School Organisation Plan, which was adopted by the Oxfordshire School Organisation Committee acting under its statutory powers at that time contained within the School Standards and Framework Act 1998, set a target figure of 10% unfilled primary and secondary places as sensible for planning purposes in the county. For primary schools this was further refined to targets of 8% spare places in urban areas and 12% in rural areas in the Oxfordshire Primary Strategy for Change, which was first approved by OCC Cabinet in July 2006, and finally approved by DfE in 2009.

For school place planning purposes, these targets are applied to planning areas as set out in this Pupil Place Plan.

Similarly, for early education some spare places are required to ensure reasonable accessibility and an opportunity for parental choice. It should also be noted that any apparent surplus places in early years provision may not necessarily be available to all children, for example workplace nurseries may be primarily for employees’ children. In addition, early years pupil numbers can vary considerably across the year.

Special Educational Needs & Disabilities (SEND)

The *Children and Families Act 2014*, along with associated statutory guidance (*SEND Code of Practice 2015*) and other legislation, sets out the county council’s duties towards children and young people with special educational needs or disabilities. In addition, schools and local authorities have a duty to provide reasonable adjustments for disabled pupils, originally under *the Disability Discrimination Act 1995* and more recently under the *Equality Act 2010*. Oxfordshire County Council’s Accessibility Strategy (2013) sets out how it proposes to increase access to education for disabled pupils in the existing schools for which it is responsible, the reasonable adjustments duties and examples of good practice.

In parallel to the development of new mainstream primary and secondary school capacity, the council has a duty to ensure sufficient provision for children with special educational needs. In December 2018, the Council approved a SEND Sufficiency of Places Strategy (available at <https://www.oxfordshire.gov.uk/residents/schools/our-work-schools/planning-enough-school-places>) which provides more detail on the county’s planning to meet the rising demand for specialist provision for children and young people with SEN and Disabilities. This strategy focuses on the five-year period 2018-2022, but also looks beyond to the following five-year period to 2027. Work is now underway to update the strategy based on continued trends towards an increased percentage of pupils receiving an Education, Health & Care Plan, and particularly rapid growth in diagnoses of Autism Spectrum Disorder (ASD) and Social, Emotional & Mental Health (SEMH) needs.

The Special Educational Needs & Disabilities education sufficiency strategy comprises four strands, which set out the vision for how Oxfordshire County Council

will ensure sufficient education provision for children and young people with special educational needs and disabilities:

- Strand 1: Ensure that all early years providers and mainstream schools support an inclusive approach to education: all children, where possible, to be educated in their local school, receiving the support they need at the earliest stage, and providers following an inclusive approach for all children with special educational needs and disabilities.
- Strand 2: Develop the network of resource base provision across the county, setting up new resource bases in existing schools and incorporating them within new mainstream schools where appropriate.
- Strand 3: Continuing the programme of expanding the county's special schools.
- Strand 4: New Schools: two new schools specialising in SEMH and ASD are currently planned.

The Strategy is underpinned by principles to ensure “the right provision, at the right time, in the right place for every child” in each locality:

- The needs of vulnerable children and young people should be met locally wherever possible; therefore, a wide range of local provision is required to meet the diversity of needs.
- A strong equalities and early intervention focus should be promoted across all education providers.
- New provisions should promote inclusive opportunities for the most vulnerable children.
- New schools should be outward looking to support the local needs of the community, e.g. a multi-use approach throughout the year.
- Specialist provisions should be co-located or linked with mainstream provision.
- Specialist provisions should support learners in the local area, providing a range of outreach and in-reach functions.
- Children and young people access appropriate, quality assured interventions, in a timely way to improve engagement in learning and reduce the risk of exclusion from school.

Section 6 of this Pupil Place Plan provides details of the current special education provision in Oxfordshire.

Academies in Oxfordshire

As of October 2021, 98% of Oxfordshire secondary provision, 43% of primary provision and 47% of special school provision are academies. The Oxfordshire academy rate is higher than the national rate.

An academy is run by a charitable trust which is responsible for every aspect of managing the school. These trusts can be set up by a wide range of organisations including religious groups, educational specialists, employers, charities and community groups. They have greater flexibility in the way the school is run. For example, they can set staff pay and conditions; change the length of the terms and

the school day; and are not obliged to follow the National Curriculum although they must teach English, Maths and Science.

Academies are not accountable to the county council and receive their budget directly from central government. The premises are typically leased to the trust by the county council on a 125-year lease if owned by the county council, or on an alternative basis if owned by a charitable trust or other landowner.

Where the trust runs more than one school it will usually appoint a local governing body to each school. Schemes of delegated powers from the Trust Board of Directors to local governing bodies vary from trust to trust. Governors currently include a minimum of two parent governors, the headteacher and a person appointed by the trust.

The Academies Act 2010 enabled more schools to convert to academies, without always needing a sponsor. The Education Act 2011 expanded the programme to allow the establishment of 16-19 academies and alternative provision academies. In 2016 the Education and Adoption Act mandated Regional Schools Commissioners (RSC), acting on behalf of the Secretary of State for Education, to issue Academy Orders for any school judged to be inadequate by Ofsted. Local Authorities and governing bodies have been given a legal duty to facilitate this.

This legislation has a significant impact on the role of the local authority as the strategic commissioner of school places. Academies are responsible for setting their own admission number, and thus capacity and any plans for expansion, with the agreement of the RSC.

Capital funding for the basic need for new pupil places in all government-funded schools (including academies) because of local demographic changes, is allocated to local authorities according to the relative need for new places, based on forecast data provided by authorities. In deciding where to use basic need funding to provide additional places, local authorities are expected to consider fairly both their maintained schools and local academies, and where the additional places will be of greatest benefit to their children.

The Education and Adoption Act 2016 set out a continued commitment to the academies programme. In this context the county council, recognising that the diversity of educational provision in the county will continue to expand, reviewed its position on academy status. In October 2015 the county council cabinet agreed that the council should:

- Adopt a more assertive policy in identifying appropriate sponsors for schools required to convert to academy status;
- Promote appropriate groupings to form new Multi-Academy Trusts and encourage the growth of existing Multi-Academy Trusts based in the county;
- Further develop and promote the collaborative company model, both to incorporate more schools in these and to extend the scope of their pooling of resources and responsibility.

As well as supporting the conversion of schools to become academies, the county has seen the establishment of Free Schools, University Technical Colleges and Studio Schools, which are all classed as academies.

This Plan notes the schools which had converted to academy status by October 2021. More conversions may take place during the lifetime of this Plan. In this Plan, the term “school” applies both to maintained schools and academies.

Oxfordshire Education Strategy

School place planning within Oxfordshire aims to support wider council and education strategies within the county.

The *Oxfordshire County Council Corporate Plan 2020-24, Thriving communities for everyone in Oxfordshire* (www.oxfordshire.gov.uk/corporateplan) sets out Oxfordshire County Council’s vision for Oxfordshire: thriving people, thriving communities, a thriving economy.

Oxfordshire’s *Education Strategy for Oxfordshire* details a vision for an autonomous and self-improving education system, which enables schools and settings to promote excellence and lead their own improvement. This is set within the context of a well-planned continuum of provision from birth to 25 that meets the needs of children and young people in Oxfordshire.

2.3 School organisation decision-making

To inform its duties as decision maker for school organisation issues the county council has a School Organisation Stakeholder Group consisting of County and District councillors and representatives of Head Teachers’ associations, governors and Diocesan Boards of Education. From 2012, this group has incorporated the roles of the former School Admissions Forum.

The key activities of the group are to:

- Discuss overall strategic development in context of Local Authorities’ statutory duties.
- Discuss developing options relating to school organisation.
- Comment on statutory information and any written comments and objections as part of the statutory process.
- Discuss proposals submitted for Free Schools, University Technical Colleges and other academies.
- Provide advice on processes to identify sponsors for new academies which are required to meet population growth.
- Consider how well existing and proposed admissions arrangements serve the interest of children and parents within the area of the Local Authority.
- Monitor school applications and admissions patterns on an annual basis.

Making changes to maintained (non-academy) schools

The *School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2013* set out the way in which decisions are made about proposals to enlarge local authority maintained (i.e. non-academy) schools or make other significant changes such as altering the age range.

In October 2018, the DfE released updated *Guidance: Making Prescribed Alterations to Maintained Schools*. The purpose of this guidance is stated as:

- to ensure that additional good quality school places can be provided quickly where they are needed - it is expected that, where possible, additional new places will only be provided at schools that have an overall Ofsted rating of 'good' or 'outstanding'.
- that local authorities and governing bodies do not take decisions that will have a negative impact on other schools in the area;
- and that changes can be implemented quickly and effectively where there is a strong case for doing so.

The legislation requires full consultation to take place, particularly with parents, staff and governors. A statutory consultation and decision-making process must be followed to make the following "prescribed alterations", whether they are proposed by the local authority or by the school governing body:

- Proposed permanent enlargement of the premises of the school, where this is both by more than 30 pupils and by at least 25% or 200 pupils (whichever is the lesser). For special schools these thresholds are 10% or 20 pupils, whichever is the lesser.
- Expansion onto a satellite site; closure of a satellite site, where the satellite is more than 1 mile from the main site; or transfer to a new site, where this is more than two miles from the current site.
- Decrease in the number of pupils in special schools (in mainstream schools, reductions in Published Admission Numbers are consulted on in accordance with the School Admissions Code).
- Change of types of need catered for by a special school.
- Establishing, removing or altering SEND provision at a mainstream school
- Closing an additional site, or transferring to a new site
- Change of age range.
- Change of category.
- Single sex school becoming co-educational, or vice versa.
- Change of boarding provision.
- Amalgamations.

For proposals to create school sixth forms:

- These are only expected to be allowed for schools which are rated as 'good' or 'outstanding' by Ofsted, with a history of positive Progress 8 scores, and where there is a genuine need for more sixth form places.
- The proposed sixth-form should provide places for a minimum of 200 students and either directly or through partnership, offer a minimum of 15 A level subjects.
- Financial viability should be demonstrated through evidence of financial resilience should student numbers fall and that the proposal will not impact negatively on 11-16 education or cross subsidisation of funding.

There are requirements to notify the DfE or Regional Schools Commissioner (RSC) of proposals considered potentially controversial:

- Involve expansion onto a separate ‘satellite’ site
- Where objections have been raised that the proposed change could potentially undermine the quality of education in the local area by creating additional places where there is surplus capacity

The statutory process was streamlined by the 2013 Regulations:

1. Publication of proposals.
2. Formal consultation – 4 weeks.
3. Decision by Cabinet Member (or Cabinet for more contentious proposals) – within 2 months of the end of the consultation period, or the decision defaults to Schools Adjudicator. In limited circumstances, there will be the right of appeal to the School Adjudicator.
4. Implementation: there is no maximum limit on the time between the publication of a proposal and its proposed date of implementation. However, proposers will be expected to show good reason (for example an authority-wide reorganisation) if they propose a timescale longer than three years.

An increase to a mainstream school’s Published Admission Number that does not require a physical enlargement to the premises of the school does not require this statutory process. An increase in pupil numbers may be achieved solely by increasing the admission number in line with the School Admissions Code.

Changes that are not counted as a “prescribed alteration” can be made by the local authority or school governing body without following a statutory process; they are nevertheless required to adhere to the usual principles of public law. They must: act rationally; take into account all relevant and no irrelevant considerations; and follow a fair procedure. Local authorities and governing bodies are expected to work together on such changes, taking into account the wider place planning context, and ensure open.

Once a decision on the change has been made, the proposer (i.e. LA or GB) is responsible for making arrangements for the necessary changes to be made to the school’s record in the government’s GIAS (Get Information About Schools) system. These changes must be made no later than the date of implementation for the change and can be input in advance, once a decision is made. Further information is available from <https://www.gov.uk/government/collections/school-organisation>.

Closing maintained (non-academy) schools

The *School Organisation (Establishment and Discontinuance of Schools) Regulations 2013* set out the way in which decisions are made about proposals to close local authority maintained schools. In November 2019, the DfE released updated guidance on *Opening and Closing Maintained Schools*. The purpose of the guidance is stated as:

- To ensure that good quality school places are provided where they are needed, and that surplus capacity is removed where necessary.

Local authorities have the power to close all categories of maintained schools. The governing body of a voluntary, foundation, or foundation special school may also publish proposals to close its own school. Decisions related to school closures are taken by the local authority following a statutory process to allow those directly affected by the proposals to feed in their comments.

Reasons for closing a maintained school include, but are not limited to, where:

- wider school reorganisation means that the school is now surplus to requirements (e.g. because there are surplus places elsewhere in the local area which can accommodate displaced pupils, and there is no predicted demand for the school in the medium or long term);
- it is to be “amalgamated” with another school (see below);
- it has been judged inadequate by Ofsted and there is no sponsored academy solution;
- it is to acquire, lose or change its religious character;
- it is no longer considered viable; or
- it is being replaced by a new school.

Where two (or more) schools are to be amalgamated, the legal process for this is to either close the schools and open a new one, or to close one (or more) of the schools and expand another to accommodate the displaced pupils. School amalgamations therefore require a statutory school closure process.

There is a presumption against closure of nursery schools and rural schools. This does not mean that such schools cannot be closed, but the case for closure should be strong and a proposal must be clearly in the best interests of educational provision in the area.

The Secretary of State may direct a local authority to close a maintained school requiring special measures (under section 68 of EIA 2006). This will usually be done only where there is no prospect of the school making sufficient improvements and where there is a sufficient supply of alternative school places in the area. Prior to making the direction, the Secretary of State must consult with the local authority, the governing body, and – in the case of a voluntary or foundation school – the diocese or other appointing authority. Such a direction will not require the publication of a statutory proposal for the school’s closure.

Under Section 17 of EIA 2006 the Secretary of State may also direct a local authority to close a community special or foundation special school if he/she considers it is in the interests of the health, safety or welfare of the pupils.

Further information is available from

<https://www.gov.uk/government/collections/school-organisation>.

Making changes to academies

New guidance on *Making significant changes to an open academy and closure by mutual agreement* was published by the government in November 2019. Much of the

guidance mirrors the non-academy guidance, and it has the same stated purpose as the guidance for non-academy schools, including the expectation that only academies that are rated as 'good' or 'outstanding' will seek to expand.

The guidance emphasises the need for compatibility with local place planning. This includes "a strong expectation that academy trusts should work collaboratively with local authorities.... on pupil places planning, taking into account the increases or decreases in pupil numbers forecast in the area, especially in areas of basic need", in order to support their local authority to provide sufficient school places for all pupils in its area. This could be through academies expanding their school premises, increasing their admission number or admitting over admission number.

Significant changes need to be approved by the Regional Schools Commissioner (RSC) and may require a full business case, or in some cases can follow a fast track route. In both cases, consultations should be undertaken for at least four weeks with all those who could be affected, and should include public and stakeholder meetings. For changes to admission arrangements, a six-week consultation period is required.

The "fast track" route only applies to academies rated as 'good' or 'outstanding' in their last inspection by Ofsted, which have a latest Progress 8 score of at least the national average, are in good financial health, have the capacity to make the change and can provide evidence that the local authority (and, if applicable, the trustees or diocese) do not object to the change. Fast track can apply to:

- Increase in the capacity of academies (with the exception of satellite expansions and expansion of UTCs/studio schools)
- Change of age range by up to two years (excluding adding or removing a sixth form, changing the age ranges of UTCs/studio schools and cases of a contentious nature).
- Adding or increasing boarding provision.

However, a full business case is specifically required for proposals which:

- Reduce places in an area of basic need;
- Have received objections from the local authority and/or neighbouring schools, trustees or the diocese that the proposed change could potentially undermine the quality of education provided by other 'good' or 'outstanding' schools in the area, by creating additional places where there is already surplus capacity;
- Have received any other objections that may increase the risk of challenge;
- Seek to set up a satellite site to the school;
- Make changes to UTCs and studio schools.

Other proposals which require a full business case are:

- Expansion of academies not rated "good" or "outstanding". Only in very limited circumstances will the RSC consider such approval, for example: where the academy is in an area of critical basic need; all other options for providing additional places have been fully explored; **and** the academy has a robust improvement plan in place.
- Adding or removing a sixth form.

- Expansion of SEN academies by at least 10% or 20 pupils (whichever is the lesser).
- Changing age range by three or more years, or making age range changes which could be considered contentious or set a precedent for schools in their local area or have a significant impact on local provision.
- Amalgamations/mergers: one school must be closed and the other enlarged.
- De-amalgamations.
- Faith-related changes.
- Transfer to another site.
- Change of gender composition.
- Change in type of SEN provision, or changes affecting provision reserved for pupils with SEN.
- Decreasing boarding provision by at least 50 pupils or 50% (whichever is the greater).

Further information is available from

<https://www.gov.uk/government/collections/school-organisation>.

Routes to opening new schools

The Education Act 2011 amended the Education and Inspections Act 2006 to change the arrangements for establishing new schools. In November 2019, the DfE released updated guidance on *Opening and Closing Maintained Schools*. The purpose of the guidance is stated as:

- To ensure that good quality school places are provided where they are needed, and that surplus capacity is removed where necessary.

Most new schools will now be established as academies, and since May 2015, all new academies are classified as free schools. There are a few limited circumstances in which the establishment of a new non-academy school can be proposed. Sections 10 and 11 of the EIA 2006 permit proposals to establish new schools under certain conditions either *with* the Secretary of State's consent (section 10 cases) or *without* (section 11 cases).

- A new community or foundation school to replace an existing maintained school (section 10);
- A new foundation or voluntary controlled school (section 10);
- A new voluntary aided school to meet demand for a specific type of place (section 11);
- A new community or foundation primary school that is to replace a maintained infant and a maintained junior school (section 11);
- A new foundation or voluntary controlled school resulting from the reorganisation of existing faith schools in an area, including an existing faith school losing or changing its religious designation (section 11);
- A new foundation or community school, where suitable academy/Free School proposals have not been identified and a competition has been held but did not identify a suitable provider (section 11)

- A former independent school wishing to join the maintained sector (section 11); *or*
- A new maintained nursery school.

Excluding these circumstances, new schools are established as academies through two routes, both of which have resulted in new schools for Oxfordshire:

- The free school presumption process requires local authorities to seek proposals to establish a free school where they have clearly identified the need for a new school in their area. These are often referred to as “presumption” schools or LA-led proposals. The local authority runs a competitive process to invite potential academy sponsors to run the new school.
- Proposers can also apply directly to the DfE to establish a free school, through time-limited application waves. These are often referred to as “wave” schools or “central route” proposals. This route may be subject to specific criteria: for mainstream schools, for example, in 2019 wave 14 was targeted at areas with both low educational standards and demonstrable basic need for additional school places, which excluded Oxfordshire. There have been no further wave processes since wave 14.

The government also runs variations of the free school process for specific types of free school. For example, in 2018, Oxfordshire was successful in submitting a bid for a new special school through a joint special and alternative provision free schools wave. There is a current DfE programme to open specialist Maths schools for 16-19 year olds in partnership with universities.

If a free school presumption competition does not yield a suitable proposal, then a statutory competition can be held under section 7 of the EIA 2006. This will not require a separate application for the Secretary of State’s approval, because the Secretary of State will inform the local authority that approval to hold a section 7 competition is given at the same time as informing the local authority that no suitable free school proposal was identified. Free school proposals and proposals for foundation, foundation special and voluntary schools can be submitted into the competition. However, the Regional Schools Commissioner (on behalf of the Secretary of State) will consider any free school proposals first when making a decision on the case. If a free school proposal is considered suitable, the competition ends and the proposer works with the department and local authority to progress its proposal. If a free school presumption proposal is not considered suitable, or none is received, the competition continues and it is for the local authority to decide whether to approve one (or more) of the maintained school proposals. Where a local authority holds a section 7 competition, the local authority must follow the statutory process set out in Schedule 2 to EIA 2006 and the Establishment and Discontinuance Regulations.

Oxfordshire’s process for opening new schools

In November 2019, the DfE published updated guidance on opening new academies, entitled *The Free School Presumption*.

Where the county council identifies the need for a new school, for example to meet the needs of housing growth, section 6A of EIA 2006 places it under a duty to seek proposals to establish a free school via the “free school presumption”. The publication, in this Pupil Place Plan, of the expected forward programme of new schools, provides academy trusts interested in opening new schools in Oxfordshire with prior notice of future opportunities. In some cases, academy sponsors may choose to submit an application through an appropriate central government wave route for a school which the county council has identified as a future need, and if such a bid is successful, any free school presumption process would be ended, or deemed not necessary.

For all new schools which do not yet have an identified sponsor, Oxfordshire County Council seeks to liaise proactively with any groups interested in applying for a free school, as well as with the DfE, to ensure that all new schools support the local authority’s statutory duty to provide sufficient school and early education places, as well as broader educational strategies and aspirations. Section 3.3 below sets out the county council’s current requirements for new schools.

The decision on all new free school proposals lies with the Secretary of State. Following a presumption process, the local authority recommends its preferred proposer to the Secretary of State, who will take this into account when choosing an academy sponsor, along with any additional factors of which the DfE is aware. The Secretary of State’s decision is delegated to the Regional Schools Commissioner (RSC) for the area in which the school will be located.

Within Oxfordshire, the presumption process for identifying preferred providers for new academies is:

- i. Undertake public consultation to decide the academy model to be implemented and finalise the education specification for the new academy, based on the model specification template, and to be approved by the Cabinet Member for Education & Cultural Services. Undertake an impact assessment for submission to the DfE. Notify the DfE that applications will be sought, including sending specification.
- ii. Invite initial expressions of interest (Eoi) in running the school through the OCC website, as well as through direct notification of known interested parties and through such mechanisms as facilitated by the DfE. All Eois must be submitted to the DfE who will advise of potential issues.
- iii. Assess expressions of interest against the specification and the criteria in current DfE guidance.
- iv. Invite detailed bids, usually from three or fewer providers. When received, submit to the DfE, allowing at least 4 weeks for the DfE to provide written feedback on the capacity, capability and recent performance of each proposer, before the assessment panel.
- v. Assessment panel to include a presentation from each shortlisted bidder, and agreement of assessment against criteria. Cabinet Member to approve choice of recommended sponsor. Submit recommendation and assessments, including scoring of the proposals, to the Regional Schools Commissioner, as representative of the Secretary of State.

- vi. Await RSC decision before making any public announcement. DfE notifies successful proposer, LA and local MP; LA notifies other parties.
- vii. LA and selected sponsor develop proposal to allow a funding agreement to be approved by Secretary of State.
- viii. Should the process not identify a satisfactory sponsor at the first attempt, at the discretion of the Lead Member for Education the process could be rerun from the detailed bid stage (d) rather than beginning again with Expressions of Interest.

Further information is available from

<https://www.gov.uk/government/collections/school-organisation>.

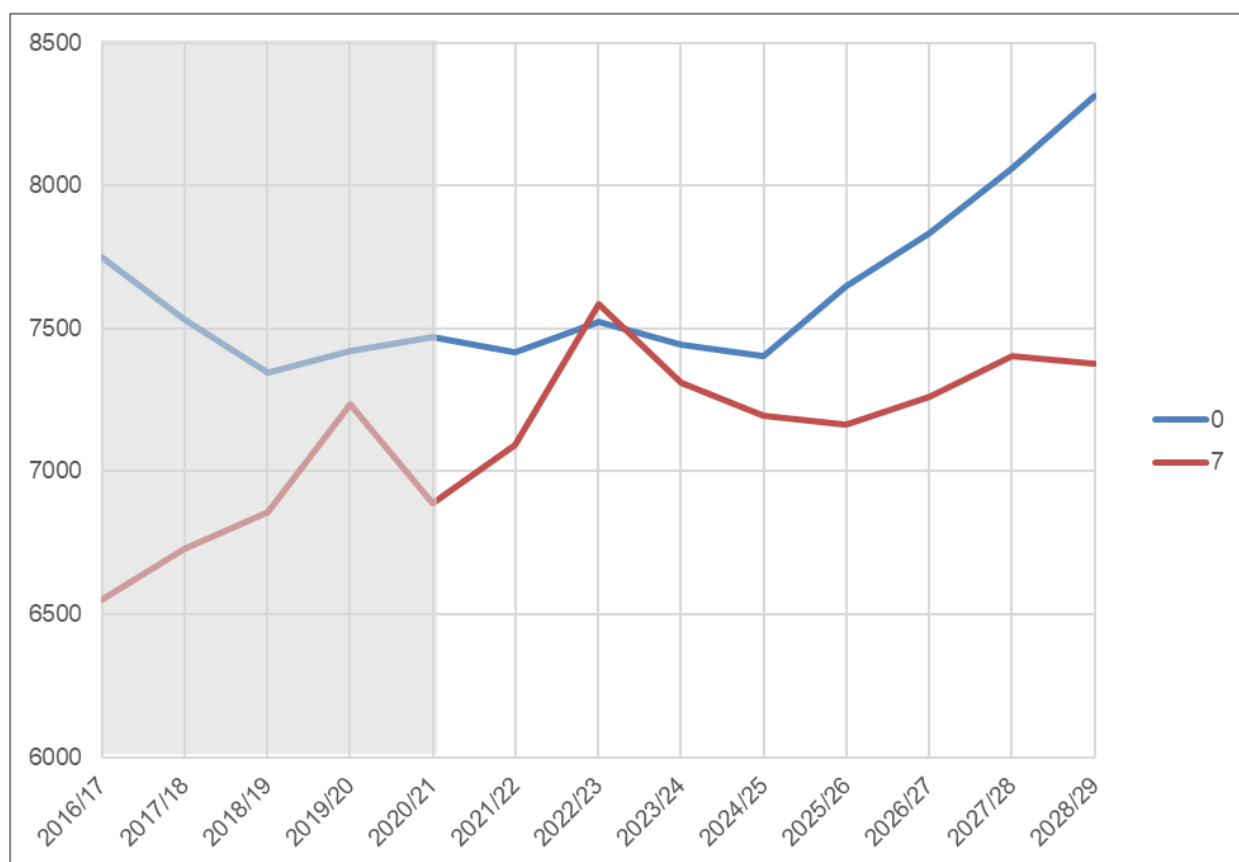
The establishment of a separate new school will not always be the most appropriate solution to increasing capacity. Before embarking on a new school process, the council will explore whether expanding existing school(s) would be a more sustainable solution. In some cases this may involve relocating an existing school onto a larger site to enable it to expand, or establishing a satellite to an existing school, thereby expanding it onto a split site. Such a solution would usually require a statutory approval process (non-academies) or Regional Schools Commissioner approval (academies) as detailed above.

3. PLANNING FOR GROWTH

After rapid growth in the early part of the last decade, demand for Reception places (Year 0 in the graph below) subsided in the second half of the decade, and is now forecast to remain level overall until growth resumes in the second half of this decade. However, in areas of housing growth demand is still growing.

Demand for secondary school places (as indicated by Year 7 in the graph below) has been growing strongly in recent years, as the earlier births boom matured. This will result in a particular peak in 2022, after which there is except to be a temporary lull, until growth resumes later in the decade. Again, this pattern is not consistent across the county.

Recent and forecast Reception (Year 0) and Year 7 pupils in Oxfordshire's schools



The number of primary pupils on roll at Oxfordshire's mainstream schools fell by 0.2% between the academic years 2018/19 and 2019/20, and rose by 0.4% between 2019/20 and 2020/21. This reflects the slowdown of growth experienced in recent years as a result of the falling birth rate. Reception numbers, which had been falling, increased by 1% between academic years 2018/19 and 2019/20, and again by 0.8% between 2019/20 and 2020/21 – this recovery was anticipated as a result of large-scale housing development underway and planned across the county.

Year 7 numbers grew by 5.4% from 2018/19 to 2019/20, but fell by 4.3% from 2019/20 to 2020/21. This fall was largely a result of a smaller than usual secondary transfer cohort from 2019/20 to 2020/21 and is not a sustained trend; it is expected that demand for secondary school places will continue to rise as the increased birth

rate feeds through. Total secondary pupil numbers are continuing to grow strongly – by 2.8% between the academic years 2018/19 and 2019/20 and by 2.6% between 2019/20 and 2020/21 – as the higher numbers in primary schools are now feeding through to secondary schools.

Our current pupil projections show a 1.2% increase in primary pupil numbers and for secondary school pupils a 7.8% predicted rise between 2020/21 and 2025/26. Longer term, there is expected to be significant further growth due to the high levels of housing growth planned for the county.

Approximately 1% of the total primary school population and 2% of the total secondary school population attends special schools; therefore, there is a broad correlation between special school pupil numbers and mainstream pupil numbers. The special school population is growing, and there has been particularly rapid growth in pupils attending non-county special schools.

Forecasting for special educational provision is more complicated than for mainstream schools. The number of pupils with Education, Health & Care Plans (EHCPs) has grown significantly faster than the overall population at both the Oxfordshire and national level. Nationally and locally there has been an increased dependence on independent and non-maintained schools due to a shortage of suitable maintained school places. Pupil numbers in Oxfordshire's maintained special schools therefore depend not only on population changes, but also on changes in SEND policy and the availability of places, and will be affected by the actions planned under the SEND Sufficiency Strategy.

3.1 Factors affecting demand for school places

Future demand for places is considered below in the context of six main factors: fertility and birth rates; migration; housing growth; troop movements in and out of the county; changes in the pattern of participation in state sector education; and cross-boundary movement.

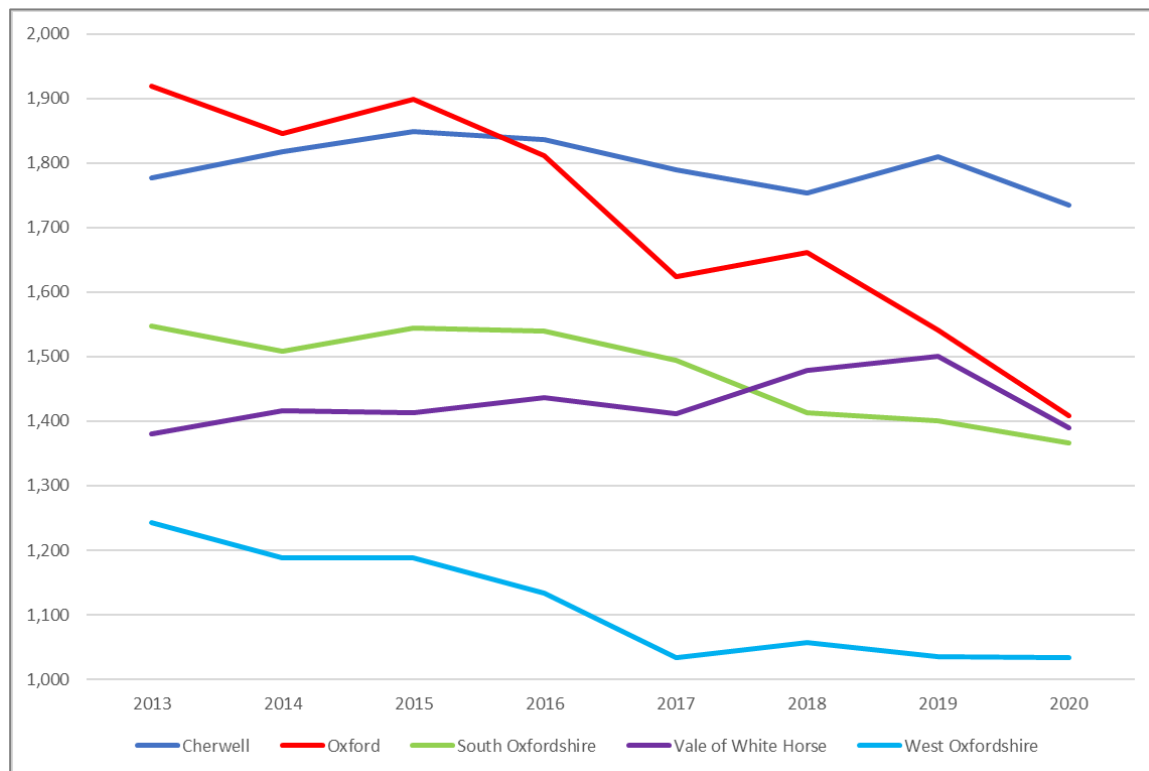
Factors affecting the demand for school places generally also affect demand for early education and childcare places. In addition, the entitlement to free early education for children aged 2 is targeted at the most disadvantaged children. The main eligibility criterion is the family's economic circumstances, so it can be expected that there will be some fluctuations in the number of eligible children, reflecting the general economic climate and the employment market. There may also be changes in government policy which affect demand for places, for example the extension of free early education entitlement.

Fertility and birth rates

Following a decade of rising births, culminating in a particularly large cohort starting primary school in September 2015 (and reaching secondary school in 2022) there has since been an overall fall in births in Oxfordshire. However, the pattern is not consistent either between districts or at a smaller scale: differences between MSOAs and across towns suggest that the divergence of birth rates is likely to be related to large-scale housing development in some areas attracting young families.

This divergence of births has resulted in very different pressures across the county, with some areas still seeing rising demand for primary school places and others seeing sharp falls.

Births by district 2013-2020



Migration

In addition to changes in birth numbers, some parts of the county experience significant internal and international migration effects, increasing volatility in school populations.

Over the ten years to 2018, there was a net international inflow of population into Oxfordshire, over two thirds of which was into Oxford city. For internal (within UK) migration, there was a net movement out of Oxford, and until 2016 Cherwell, and a net inflow to South Oxfordshire, West Oxfordshire and Vale of White Horse. Net migration into Cherwell and Vale of White Horse rose markedly in the last two years, which correlates with where the bulk of new housing has been over that time period. In general, there is a pattern of families moving out of Oxford city into surrounding districts.

Inward migration of pupils not only adds to the pressure at the normal point of school admission, but also for “in-year” transfers to local schools. In previous years when there were some spare places in schools, these in-year applications could be accommodated, but increasingly families moving into a new area are finding that the nearest school has no available places.

Migration effects are difficult to forecast. The Office for National Statistics publishes regular updates on national and local area migration, but the survey methodology used has changed several times and the 2011 Census revealed estimates of international migration were significant underestimates.

Troop movements in and out of the county

Census data show that in 2011 there were an estimated 5,840 members of the Armed Forces resident in Oxfordshire, and 2,824 “associated residents” between the ages of 0 to 15 years. A sizable portion of Oxfordshire school children are therefore from Armed Forces families. The highest concentration is in the Vale of White Horse, where an estimated 5% of 0-15 year olds are from Armed Forces families.

Troop movements can have significant effects on pupil numbers in several areas within Oxfordshire, particularly around Carterton, Bicester, Abingdon and Didcot. The impact can also be felt more widely, for example with the relocation of personnel from RAF Lyneham to RAF Brize Norton, where, due to insufficient military accommodation being available in Carterton, families were dispersed over a wider area, causing pressure on school places in towns such as Faringdon and Watchfield. The county council continues to liaise with the Ministry of Defence (MoD) in relation to future troop movements in the county

Housing growth

Oxfordshire’s component councils are working together to deliver approximately 100,000 new homes across the county between 2011 and 2031 to address the severe housing shortage and expected economic growth. Oxfordshire comprises 5 districts, and their current Local Plan status is summarised below. For each planning area, the relevant district(s) are identified.

Oxford City Council adopted its Oxford Local Plan 2036, in June 2020; this aims for around 11,000 homes in the city to 2036. The Local Plan sets a capacity-based housing requirement of 475 homes per annum from 2016/17 to 2020/21, increasing to 567 homes per annum from 2021/22 to 2035/36. This delivery target would not fully meet the objectively addressed need for Oxford, and the surrounding districts are committed to delivering additional housing growth to meet Oxford’s unmet need.

The **Cherwell** Local Plan 2011-2031 was adopted in July 2015. The Plan focuses most housing growth on the large towns of Bicester and Banbury, and a strategic development site at Heyford. The Cherwell Local Plan 2011-2031 (Part 1) Partial Review has also been adopted, containing specific development proposals to deliver 4,400 additional homes as its contribution towards addressing Oxford’s Unmet Need, across sites at North Oxford, Kidlington and Begbroke/Yarnton.

South Oxfordshire District Council (SODC) adopted its Local Plan 2034 in December 2020. This builds on the previous Core Strategy, which concentrated planned housing growth on Didcot, Thame, Wallingford and Henley, and also allocated 1,154 homes across 13 larger villages. The new Local Plan makes provision for 26,783 homes between 2011 and 2034, including a further seven strategic housing sites and increased housing numbers in some town and village locations.

The **Vale of White Horse** (VoWH) Local Plan 2031: Part 1 was adopted in December 2016 and sets a strategic policy framework for the district for the plan period up to 2031. The Part 1 plan makes provision for ‘at least’ 20,560 homes, delivery of which has accelerated rapidly over recent years, with over 1,600 completions in 2018. In October 2019, the council voted to adopt their Local Plan

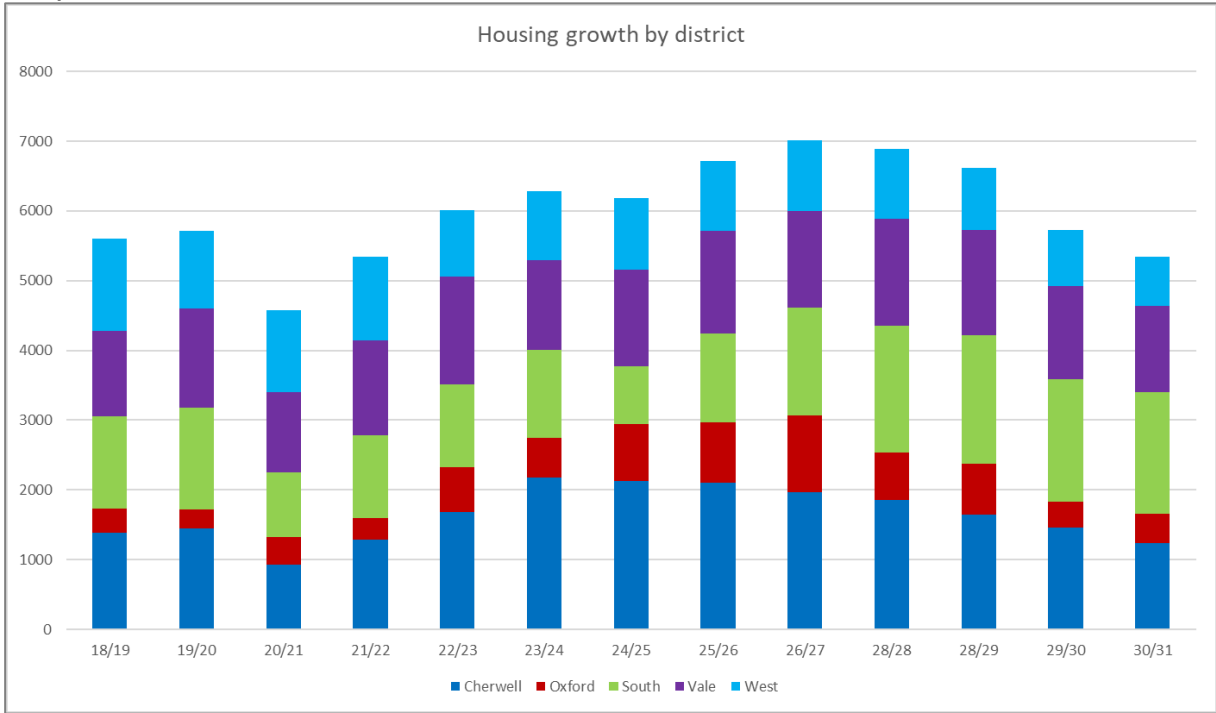
Part 2, which increases the housing requirement (2011-2031) to 22,760 homes, to include 2,200 as its contribution towards addressing Oxford’s Unmet Need.

The **West Oxfordshire** Local Plan 2031 was adopted by the Council in September 2018. It identifies a need for 15,950 new homes in West Oxfordshire in the period 2011 – 2031, including 2,750 as a contribution towards Oxford’s unmet housing need. The plan focuses most housing growth on Witney, Carterton, Chipping Norton and Eynsham, with smaller scale growth at Woodstock and smaller towns/villages.

There are a number of new schools and school expansions planned to support the anticipated growth in the residential population which are referred to in this document. The county council continues to work closely with the district planning authorities to identify the impact on school places of the housing growth planned.

Planned housing delivery by district

Graph



Changes in the pattern of participation in state school education

The statutory age of participation in education increased to 17 from 2013 and to 18 years from 2015. The requirement is that all young people remain in education or employment with training up to the age of 18. This has resulted in some increase in pupils staying at school post-16, and has been particularly noticeable in the SEND sector.

Economic conditions can also affect the percentage of children educated in the state sector rather than independent schools. This appears to affect some schools more than others, in particular, small village schools in affluent areas.

Cross-boundary movement

Oxfordshire schools do not operate in isolation. Some Oxfordshire residents choose schools outside the county, and some non-Oxfordshire residents choose Oxfordshire

schools. In some cases, this is because their nearest school is in a different county, and some secondary schools formally meet the needs of non-Oxfordshire families either through having non-Oxfordshire partner primary schools, or having designated areas which extend into other counties. In other cases, cross-boundary movement will be as a result of school preferences, including for selective/non-selective schools, faith schools, or other specialisms.

At **primary** level, imports and exports of pupils broadly balance. Most inward net movement of pupils is from Reading (adjoining Henley & Sonning Common planning areas) and most outward net movement is to Northamptonshire (adjoining Bicester, Banbury and Bloxham planning areas). Other areas which can be affected by net inward movement are: Banbury, Bloxham & Chipping Norton planning areas where there is movement of pupils from Warwickshire; and Faringdon planning area where there is movement of pupils from Swindon. Other areas which can be affected by net outward movement are: Bicester, Wheatley and Thame planning areas where there is movement of pupils to Buckinghamshire; and Chipping Norton, Burford and Faringdon planning areas where there is movement of pupils to Gloucestershire.

At **secondary** level, Oxfordshire is a net importer to the extent of around 1.6% of the school population. Most inward net movement of pupils is from Buckinghamshire (adjoining Bicester, Wheatley and Thame planning areas, mostly affecting Lord William's School in Thame), which is largely related to selective education in Buckinghamshire, and from Reading (adjoining Henley & Sonning Common planning areas), mostly related to a shortage of secondary school places in north Reading. There are also smaller net inflows from W Berks (adjoining Faringdon, Wantage, Didcot, Wallingford, Woodcote and Sonning Common planning areas) and Swindon (adjoining Faringdon planning area). Most outward net movement is to Northants from the NE of Oxon (adjoining Bicester, Banbury and Bloxham planning areas); to Warwickshire (adjoining Banbury, Bloxham & Chipping Norton planning areas); and to Gloucestershire (adjoining Chipping Norton, Burford and Faringdon planning areas).

For special education, Oxfordshire is also a net importer of pupils to the extent of around 1.3% of the special school population.

3.2 School forecast methodology

Purpose

The purpose of forecasting pupil numbers is to satisfy statutory obligations to meet Basic Need (demand for additional school places) and to assess the extent to which a surplus or deficit of places is likely to exist throughout the county in the future.

Pupil numbers in Oxfordshire schools are closely monitored. Schools are required to complete a return for the Department for Education (DfE) each October which gives a comprehensive description of numbers of pupils on roll: the School Census. This is followed up by further, shorter returns in spring and summer.

Detailed pupil forecasts are published in this Plan at the learning community level in the Annex. Pupil forecasts for primary and secondary schools are submitted to the DfE each summer for the purposes of informing Basic Need funding allocations.

The DfE does not require forecasts for special schools or nursery schools. Oxfordshire estimates future demand for special school places for the purposes of informing capital planning. No forecasts are currently prepared specifically for nursery schools, but demographic forecasts and other data sources are used to monitor expected demand for early education places.

Forecasts are updated annually, and are based on School Census data, population forecasts (which include planned housing development) and recent patterns of parental choice. The primary school forecasts produced are currently projections of pupil numbers as of September each school year – not all Reception children will have started school by then, so numbers may eventually rise. (Although places are offered to all children from the autumn term after their fourth birthday, parents are entitled to defer their child's entry until later in the year). The secondary school forecasts are also projections of pupil numbers as of September each year.

The forecasts show the expected demand for places in each area. There are circumstances where forecast demand cannot be met within that area, for example:

- Schools within that area may not be physically capable of expansion.
- More cost-effective solutions for meeting the additional demand for places, including through expanding capacity, may be available at nearby schools in neighbouring areas.
- Schools which are their own admissions authorities, such as VA schools and academies, cannot be required by the local authority to expand.

In some cases, therefore, the supply of school places to meet forecast demand may eventually be through schools in other areas.

Methodology

The pupil forecasting model is summarised as follows.

Step 1 - Moving on:

The model uses recent trends to split pupils at each school into three categories:

1. Numbers estimated to stay at the same school (moving up a year).
2. Numbers estimated to move to a different Oxfordshire school: this is largest for the main transfer points (e.g. primary to secondary for year 6 into year 7) but past patterns of pupil movement between schools in other year groups are projected forwards.
3. Numbers estimated to leave the OCC system: the main reasons are school leavers in year 11 and 13, people moving out of county, changing to home schooling, or going to private schools.

Step 2 - Ageing on:

Pupils are then aged on into the next year group.

Step 3 - Other OCC:

This step adds in the number of people who are moving into this school from another Oxfordshire state school, i.e. the reflection of category 2 in the "Moving on" stage.

Step 4 - New into system:

Based on the average of last 4 years of the school census, this adds in an estimation of pupils new to Oxfordshire schools. The main reasons for this are:

- Reception years as all are new to the state system.
- Pupils coming in from out of county including overflows from neighbouring councils.
- Pupils coming in from private or home schooling.

Step 5 - Population changes:

Having moved on and redistributed the existing population, pupil numbers are then adjusted in line with forecast population changes, based on the Oxfordshire county council housing-led population forecasts. The main sources for these forecasts are the ONS mid-year estimates and population forecasts. These forecasts include the impact of new housing builds, as informed by each of the five district/city council five-year land supply housing plans.

The final forecasts will present a set of pupil figures which runs in line with the background population forecast for the county and which uses recent intake patterns. Where new schools are planned, population growth is allocated to existing schools until the point of opening any new establishments. Individual school forecasts can therefore be distorted where there is due to be a new school, but the planning area forecast should correctly reflect the expected impact of new housing.

This methodology does not involve matching population type to specific housing type built, since local plans only forecast total housing supply (not type). When individual housing development proposals are assessed, housing type is considered, as detailed below.

A number of situations can complicate the forecasting process:

- Housing development – see below.
- A school may suddenly gain or lose in popularity because of a change in circumstances at the school or in its surrounding area. Sometimes these changes can be seen before they occur but this is not always possible.
- The number of pupils in schools associated with MoD establishments is always difficult to predict because of the movement of regiments and squadrons. Often planned movements can be delayed and there can be uncertainty over the numbers of children involved.
- Migration is a further unpredictable factor and often manifests as unpredicted fluctuations in demographic projections.
- Changes in legislation for which demand cannot be objectively calculated, for example, the rise in age of participation in education or training.

Housing development and pupil forecasting

The forecasts shown in this Plan should be treated only as a first estimate for the purposes of identifying the impact of new housing. The demographic forecasts underlying the pupil forecasts are based on district planning authorities' expectations of housing development. There is good liaison between the county council and planning departments of district councils; however, changes in economic climate and other issues can result in developers changing the rate and type of build at short notice which is difficult to predict and track. Moreover, data on housing projections at this level does not always include a breakdown of the type and size of houses, and therefore the methodology does not involve matching population type to specific housing type built.

In cases of significant housing development Oxfordshire uses its PopCal tool to produce specific population profiles based on the proposed type and timing of housing.

The PopCal tool was developed by Oxfordshire County Council based on data from past housing developments within each district council, and has been validated by the Oxfordshire Data Observatory. It was updated in 2021 to use data from the 2018 survey of new housing (including age profile and occupancy rates). The profile is created from a series of parameters about the development including:

1. location of the development (by district council area)
2. total number of dwellings
3. number of dwellings by size (number of bedrooms)
4. number of dwellings by tenure (market or affordable)
5. expected phasing (number of dwellings completed (and assumed occupied) for each year of the development).

The population calculator uses this population profile to estimate the number of people at the development falling within various age ranges, which in turn is used to assess the quantum of demand on infrastructure and services, including the number of children likely to need places in local authority maintained schools.

3.3 Expansion of school capacity

Where applications for school places exceed the combined admission numbers of schools in that area, then additional school places need to be provided. If the shortage of places is expected to be temporary, it may be sufficient for one or more schools to admit above their usual admission number into “bulge” classes – either using existing accommodation or in temporary accommodation. If the shortage of places is forecast to be sustained, a permanent expansion of capacity will be required, either through new schools or expansions of existing schools.

New schools are likely to be more appropriate where there is a localised and relatively predictable, permanent and large-scale increase in demand, for example within major housing developments. Where the increase in demand is more dispersed, for example a general underlying increase in the population, expansions of existing schools are likely to be more appropriate. However, the needs of each planning area are assessed and reviewed individually, and before any new school process is started, the potential for sufficient capacity to be provided through expansion of existing schools will be explored.

Expansion of existing schools

In many cases, expanding existing schools can create additional capacity more quickly than building new schools, and at a lower cost. Extensions of existing schools can also provide opportunities to provide added value through addressing existing accommodation issues and increasing the financial sustainability of schools.

When choosing which school should expand, a number of decision-making criteria will be considered, including:

- Popularity: the county council seeks to ensure a high percentage of parents can secure a place at their first preference school.
- Location: to allow the option of children walking or cycling to school, it is preferable for children to be able to attend a school no more than 2 miles (for infant children) or 3 miles (for older children) from home.
- Quality of provision: expansion of successful, high attaining schools supports the council's commitment to improving educational outcomes, and is in line with DfE expectations.
- Effective organisation of schools: where possible, expansion which moves schools towards being able to teach in single age classes is preferred.
- Choice and diversity: church schools and academies are considered equally with local authority maintained schools for expansion.
- Existing accommodation and site area: in some cases, a school's existing accommodation may already support a higher number of pupils (for example, it may have a large hall, or a large total site area).
- Feasibility of expansion: the cost of expanding a school will be affected by their current layout of accommodation.

In some cases, in order to expand a school it may be necessary to relocate it onto a larger site, either in entirety or by establishing a satellite site. Reorganisation of school structures may also be necessary to support a sustainable expansion, for example restructuring from infant and junior schools to primary schools, or extending the age range of an existing school to become an all-through school.

Local consultation will inform the decision to expand a school. Section 2.3 above sets out the decision-making processes for expanding existing schools.

New schools

In areas of significant population growth, usually related to large scale housing development, new schools may be a more appropriate method of increasing school capacity than school expansions. Section 2.3 above sets out the decision-making processes for establishing new schools.

Since 2013 Oxfordshire has seen the opening of a new SEND school in Oxford; two studio schools (one since merged with its collocated secondary school) and a UTC; two all-age schools (one bilingual); three secondary schools and eight primary schools. These mark the start of a prolonged programme of new schools planned for Oxfordshire, opening either through the LA presumption route or through "wave" bids directly to the DfE.

Schools currently planned as a result of adopted Local Plans or other confirmed growth (in each case subject to the final approval of the Secretary of State) are shown in the table below. Other new schools may also be approved by the DfE, in addition to, or instead of, those shown below, in response to "wave" applications (see Section 2.3 above).

In some cases below, further assessment may identify that an expansion of an existing school, perhaps through a relocation or a satellite site, may be a more sustainable and viable solution than establishing a separate new school.

New schools expected within the time period covered by this Pupil Place Plan (to 2025)

These schools relate to the need for school places generated by already permitted housing developments, or other confirmed demographic pressures. The exact opening date cannot yet be confirmed, as it will be dependent on the progress of the necessary planning permissions, as well as the speed of delivery of any host housing developments.

Location	Type of school	Planned opening date	Sponsor
Bloxham Grove Academy	100-place special free school, 7-19	2023	The Gallery Trust
Graven Hill, Bicester	2 form entry primary school, 2-11, being built by housing developer	2023	The Warriner Trust
Grove Airfield	All-through 2-16 free school with 2 form entry primary and 4 form entry secondary	2023 for the primary phase and 2024 for the secondary phase	Vale Academy Trust
Didcot North East	Two 2-form entry primary schools with nursery classes and a secondary school	First primary school expected 2023; secondary school expected to be needed by mid/late 2020s	Academy sponsor process for the first school running 2021-2022.
South of Oxfordshire – exact location to be confirmed	100-place special free school, 7-19	2023 or 2024	The Gallery Trust
North Abingdon	Up to 2-form entry primary school with nursery classes	Housing dependent, not expected before 2025	To be decided
East Carterton	1-form entry primary school with nursery classes	Housing dependent, not expected before 2025	To be decided
Banbury, Salt Way	2-form entry (or larger) primary school with nursery classes	Housing dependent, not expected before 2025	To be decided
Didcot Valley Park	Two 2-form entry primary schools with nursery classes	Housing dependent, not expected before 2025	To be decided

New schools expected in the longer term

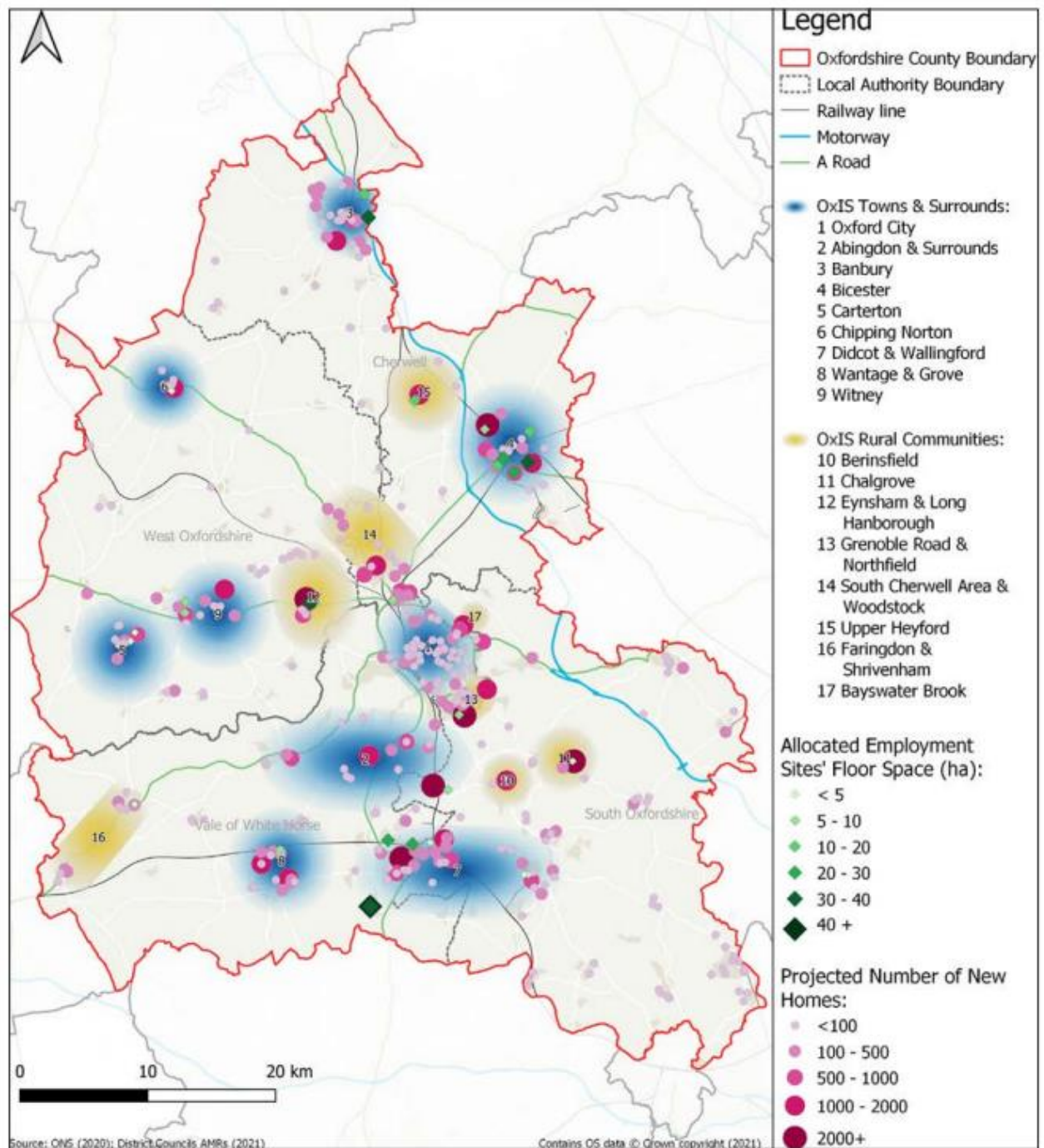
In most cases the potential new schools below relate to housing developments not yet fully permitted, and there is, therefore, a greater degree of uncertainty over the scale and timing of need.

Location	Type of school	Planned opening date	Sponsor
Eynsham	2 primary schools with nursery classes, size dependent on population growth, and a secondary school	Housing dependent, not expected before mid/late 2020s	To be decided: Eynsham Partnership Academy has submitted a case to the RSC to run at least part of the provision as a satellite expansion of Bartholomew School
South East Bicester	2-form entry primary school with nursery classes	Housing dependent, not expected before mid/late 2020s	To be decided
North West Bicester	2 or 3 more primary schools with nursery classes, dependent on housing growth, and a secondary school	Housing dependent, not expected before late 2020s	To be decided
Banbury	Secondary school, size dependent on population growth	Housing dependent, not expected before late 2020s	To be decided
Grove Airfield	2-form entry primary school with nursery classes (in addition to the all-through school above)	Housing dependent, not expected before late 2020s	To be decided
Didcot North West Valley Park	One primary school with nursery classes, size dependent on population growth	Housing dependent, not expected before late 2020s.	To be decided
Witney – north/east	1 primary school with nursery classes, size dependent on population growth	Housing dependent, not expected before late 2020s	To be decided

Chipping Norton	1 primary school with nursery classes, size dependent on population growth	Housing dependent, not expected before late 2020s	To be decided
Kingston Bagpuize/Southmoor	1 primary school with nursery classes	Housing dependent, not expected before late 2020s	To be decided
Cherwell Local Plan site: Begbroke	1 or 2 primary schools, with nursery classes, and a secondary school	Housing dependent, not expected before late 2020s	To be decided
Cherwell Local Plan site: North of Oxford	1 primary school with nursery classes	Housing dependent, not expected before late 2020s	To be decided
VOWH Local Plan site: Dalton Barracks (near Abingdon)	1 primary schools with nursery classes in the first instance	Housing dependent, not expected before late 2020s	To be decided
SODC Local Plan site: Culham	2 primary schools with nursery classes and a secondary school	Housing dependent, not expected before late 2020s	To be decided
SODC Local Plan site: Berinsfield	1 primary school with nursery classes	Housing dependent, not expected before late 2020s	To be decided
SODC Local Plan site: Chalgrove Airfield	2 primary schools with nursery classes. The Acer Academy Trust has been granted outline RSC approval to run the necessary new secondary provision as a relocation and expansion of Icknield Community College	Housing dependent, not expected before late 2020s	To be decided
SODC Local Plan site: Grenoble Road	1 primary school with nursery classes	Housing dependent, not expected before late 2020s	To be decided
SODC Local Plan site: Northfield	1 primary school with nursery classes	Housing dependent, not expected before late 2020s	To be decided
SODC Local Plan site: Bayswater Brook	1 primary school with nursery classes	Housing dependent, not expected before late 2020s	To be decided

Major planned growth areas in Oxfordshire

The main areas of planned housing growth across Oxfordshire are shown in the map below, taken from the Oxfordshire Infrastructure Strategy (OxIS) at oxfordshireopenthought.org, which provides a long-term framework for Oxfordshire to identify the priorities for investing in our strategic infrastructure.



3.4 Funding of school growth

The county council aims to join up different funding streams for schools to ensure effective and efficient use of resources.

Government funding

Government funding for school places is mainly through annual “Basic Need” allocations. These are based on data collected from local authorities in the annual School Capacity Survey (SCAP). This collects information on the capacities of schools in each planning area (as shown in this Plan), and local authorities’ forecasts of pupil numbers for several years ahead. Special schools are not included in the calculations, although local authorities are able to spend the funding on special schools.

Basic Need funding is allocated on the basis of a comparison of forecast mainstream pupil numbers with mainstream school capacity in each planning area, with shortfalls in capacity attracting funding. Adjustments are made to account for school places for which central government funding has already been provided, including through free schools, or which will be funded from developer contributions, where they are not yet fully reflected by the data collected through SCAP.

In the latest round of allocations, announced in February 2021, for the 3-year period 2020/21 to 2022/23, Oxfordshire was allocated £3,411,477 in Basic Need funding.

Although there is no similar regular funding stream for special school places, for the period 2018/19-2020/21 the government made annual funding allocations to local authorities to make capital investments in provision for pupils with special educational needs and disabilities through a “Special provision fund”. The total allocated to Oxfordshire through this fund was £4,166,884. This was followed in 2021 by a High Needs Provision Capital Allocations funding stream, through which Oxfordshire has been allocated a further £3,520,938 for 2021/22. The funding mechanism and amounts for 2022/23 or beyond have not yet been confirmed

Academies can also submit bids to the DfE Condition Improvement Fund (CIF). This is an annual bidding round for eligible academies and sixth-form colleges to apply for capital funding. The priority for the fund is to address significant condition need, keeping academy and sixth-form college buildings safe and in good working order. This includes funding projects to address health and safety issues, building compliance and poor building condition. CIF also supports a small proportion of expansion projects. These are for academies and sixth-form colleges rated good or outstanding by Ofsted that can demonstrate a need to expand.

New academies created through applications directly to the DfE – “wave” free schools - can be an important contribution towards ensuring sufficient school places. Their capital costs are separately funded by the DfE, but this funding would be expected to result in reduced Basic Need funding in the longer term, as a result of the additional capacity they provide. Where they are to meet the needs of housing development, developers are expected to contribute towards their cost.

Housing development and funding for school places

Updated guidance on *Securing developer contributions for education* was published by the government in November 2019. This sets out a clear expectation that local authorities should seek developer contributions towards school places that are created to meet the need arising from housing development. Central government basic need grant, the DfE free schools programme and other capital funding do not negate housing developers’ responsibility to mitigate the impact of their development

on education. When the DfE free schools programme is delivering a new school for a development, the DfE expects the developer to make an appropriate contribution to the cost of the project, allowing DfE to secure the school site on a peppercorn basis and make use of developer contributions towards construction. There should be an initial assumption that both land and funding for construction will be provided for new schools planned within housing developments.

Oxfordshire's Access to Learning team is consulted on all significant housing developments, and advises on the likely impact on local schools, and the measures which would be required from developers in mitigation. Typically, this will include seeking financial contributions towards the cost of expanding local schools, if there are not expected to be sufficient places available.

New residential development is also expected to increase demand for early education places. Developer contributions will be sought towards increasing capacity in the early education market, either through expanding existing provision or through new facilities. Where larger developments are required to provide new primary schools, it is expected that these schools will include nursery classes for the 2-4 age range. It may also be necessary for large housing developments to incorporate into any community facilities provided accommodation suitable for delivery of additional early education and childcare by the private, voluntary or independent sector.

There are now two types of developer contributions relevant to school capacity - Section 106 (S106) contributions and the Community Infrastructure Levy (CIL).

S106 contributions are subject to legal restrictions under the Community Infrastructure Levy Regulations 2010, and can only be required if they are:

- necessary to make the development acceptable in planning terms;
- directly related to the development;
- fairly and reasonably related in scale and kind to the development.

Contributions cannot be required if, even with the development, there would still be spare school places. Developers cannot be required to pay for improvements which are not related to their development. From September 2019, the "pooling limit" of a maximum of five S106 agreements towards each infrastructure project has been lifted, allowing the cost of infrastructure to be spread across more developments.

S106 contributions are paid directly to the county council to enable it to meet its statutory duty to secure sufficient school and early years places. The county council, working with local schools and providers, will identify the most appropriate way to increase capacity to meet the needs of the development.

The Community Infrastructure Levy is also operational in Oxford City, South Oxfordshire and Vale of White Horse, and may be introduced in the other districts in due course. Under the CIL, charges are set by the district council, based on the size and type of the new development. The money raised from the community infrastructure levy can be used to support development by funding infrastructure that the council, local community and neighbourhoods want, like new or safer road schemes, park improvements or a new health centre. The precise details of how CIL works in each area are determined by the relevant district councils. The county council works closely with each district council to identify the school infrastructure required as a result of development, and how it can best be funded.

The operation of CIL has been amended by regulation 11 of The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019, which omits regulation 123 of the Community Infrastructure Levy Regulations 2010 so there is now no legislative restriction on planning obligations being sought towards infrastructure and projects that are on a Planning Authority's Regulation 123 List. The practical effect of this is that, even if a CIL authority lists education as one of the types of infrastructure on which CIL can be spent, it is now possible to also seek a S106 contribution where the three "CIL tests" are met, and it is the county council's expectation to seek such funding for additional school capacity where this is necessary to meet the needs of housing development.

Full details of how developer funding is sought towards education provision are available in the [Guide to developer contributions](#) available on the OCC website.

4. SCHOOL PLACE PLANNING DATA

This section of the plan indicates the following information for each school planning area:

- The area's context for school planning, its issues and current strategies for ensuring sufficient school places.
- The schools in each area, their capacities and pupil numbers as of May 2021.

The school place planning data is set out in this document following the alphabetical order of school planning areas as listed below.

- **Abingdon**
- **Banbury**
- **Bicester**
- **Bloxham**
- **Burford**
- **Carterton**
- **Chipping Norton**
- **Cumnor**
- **Didcot**
- **Eynsham**
- **Faringdon**
- **Henley**
- **Kidlington**
- **Oxford**
- **Sonning Common**
- **Thame**
- **Wallingford**
- **Wantage**
- **Watlington**
- **Wheatley**
- **Witney**
- **Woodcote**
- **Woodstock**

Glossary

TERM	DEFINITION
School code	Also known as the “DfE number” this is a number unique to each school and is used for identification purposes. [Where schools are referred to in the strategy sections, the code is shown in square brackets.]
Type of school	
COM	Community: the local authority owns the school’s land and buildings, funds the school and employs the staff, but the governing body is responsible for running the school.
VC	Voluntary Controlled: mainly religious or “faith” schools. Some/all of the land and buildings are usually owned by a charitable trust, which also appoints some members of the governing body, but the local authority funds the school and employs the staff.
VA	Voluntary Aided: mainly religious or “faith” schools. The land and buildings are usually owned by a charitable trust. Capital works are funded by the Diocesan Board of Education. The governing body employs the staff and sets the admissions criteria.
ACA	Academy: Academies are publicly-funded independent schools, operating outside the local authority framework, accountable directly to the Secretary of State. The Pupil Place Plan may not hold all the information for Academies that it does for other types of school, as Academies are not obliged to provide this for the county council. Schools can choose to convert to academies at any time of the year, and more schools may have converted since the publication of this Plan. This plan includes data as at November 2021; it will not show schools still at the informal consultation stage.
Free School	The term “free school” was initially used for non-profit making, independent, state-funded academies set up since 2010 by a wide range of proposers – including charities, universities, businesses, educational groups, visionary teachers or committed parents - in response to demand within a local area for a greater variety of schools, but outside of local authority school planning processes. Since May 2015, “free school” has broadened to become the DfE’s term for any new provision academy, including those resulting from the local authority-led “presumption” process. To reflect this change, free schools are now shown as “ACA” in this plan.
STU	Studio school: Small schools for 300 students. With year-round opening and a 9-5 working day, they feel more like a workplace than a school. Working closely with local employers, Studio Schools will offer a range of academic and vocational qualifications including GCSEs in English,

UTC	<p>Maths and Science, as well as paid work placements linked directly to employment opportunities.</p> <p>University Technical College: These specialise in subjects that need modern, technical, industry-standard equipment such as engineering and construction, teaching these disciplines alongside business skills and the use of ICT. They are sponsored by a local university and employers, and often work in partnership with FE colleges and established academy trusts. They are usually for 500-800 students.</p>
Nursery places Part Time Equivalent (PTE)	<p>Nursery places are for pre-Reception 4-year olds or younger.</p> <p>School nursery capacity is always shown in part time equivalent places with 1 PTE place equalling 15 hours a week, term time only. Schools may however offer both universal and extended entitlement places. An extended entitlement place would take up 2 PTE of capacity.</p>
Published Admission Number (PAN)	<p>This is the maximum number of pupil places which MUST be offered if there are enough applications. For primary schools this is for 4-year-olds. For secondary schools there is an admission number for Year 7 pupils and may be a separate admission number for Year 12 ("Sixth Form") pupils; the latter is set by the governing body, and not shown in this Plan. Schools can agree to admit more than this number.</p> <p>The PAN for 2020/21 is shown for the purpose of comparing to actual year group numbers; the PAN for 2021 is also shown for the purpose of comparing to applications and allocations data for the 2021 intake. At the time of collating this Plan, confirmed actual intakes for 2021 are not available.</p>
Pupil numbers by year group 2020/21	<p>Number of pupils on the school roll as at the school census in May 2021. Reception is the first year group in a primary school, for children of compulsory school age of 4 or 5. Comparing this to the PAN shows how full the school is in the youngest year group. Likewise, comparing Year 7 pupils (the first year of secondary school) to the PAN shows how full a secondary school is in the youngest year group. Years 12 and 13 are often collectively referred to as "sixth form". At the time of collating this Plan, confirmed numbers on roll for 2021/22 are not available.</p>
Total pupil numbers 2020/21	<p>Number of pupils on the school roll as at the school census in May 2021. Nursery pupils are not included. Comparing this to the capacity shows how full the school is overall. At the time of collating this Plan, confirmed numbers on roll for 2021/22 are not available.</p>
Capacity of school as at May 2021	<p>For non-academy schools, this is the "net capacity" assessed by a DfE methodology to show the number of pupil places available. For primary schools, the net capacity is calculated based on the number and size of spaces designated as 'class bases' for Years Reception - 6.</p>

	<p>Nursery classrooms are excluded from the number shown. For secondary schools, the net capacity is based on the number, size and type of teaching spaces and the age range of the school.</p> <p>Net capacity measurement at Academies is replaced by the number of places agreed as part of their funding agreement with the Secretary of State for Education, unless this is known to be out of date.</p>
1st preference applications for 2021/22	Number of applications received where the school is listed as the first preference by the parent(s) / guardian. This is an indication of how popular the school is. If this is higher than the published admission number, the school is over-subscribed.
Allocations for September 2021 (at June 2021)	This is the number of places allocated for children arriving at primary school, or transferring to secondary school, in September 2021. The actual number of pupils arriving in September may be higher than this – if there were late applications – or lower – if parents do not take up the place offered (for example they move away). In some areas there can be significant numbers of late applications, particularly for primary schools. At the time of collating this Plan, confirmed actual intakes for 2021 are not available.
Nursery school	While nursery classes are included within many primary schools, there are also seven local authority maintained nursery schools, that provide a range of structured educational experiences based on learning through play for under-5s.
Resource Bases	Specialist provision for children with Special Educational Needs & Disabilities (SEND) e.g. hearing impairment or autism, based on the sites of mainstream schools.
Special schools	Schools providing education for children with Special Educational Needs & Disabilities (SEND).
MSOA	A Middle Layer Super Output Area (MSOA) is a geographic area used for reporting small area statistics in England and Wales. Middle Layer Super Output Areas are built from groups of contiguous Lower Layer Super Output Areas
Multi Academy Trust (MAT)	All academies in a MAT are governed by one trust and a single board of directors. The board of directors is responsible for decisions relating to how each academy is run, from the curriculum to staffing. The MAT can establish a local governing body for each of its academies, to which it can delegate some of its functions. The MAT remains accountable for these functions.
Umbrella Trust (UT)	Each academy has its own trust, but all the schools in the UT can share governance and procurement of services. If a group of schools wants to convert as part of a UT, each school converts separately, but will set up an umbrella trust to join together. The schools can agree that the UT will appoint governors or members of the trusts in each of the schools, and set a joint vision.

School year groups

Age	Sector	Year Group	Stage
2–4	Early years	Nursery years	Foundation Stage
4–5	Early years	Reception year	Foundation Stage
5–7	Infant	Years 1 and 2	Key Stage 1
7–11	Junior	Years 3, 4, 5, 6	Key Stage 2
11–14	Secondary	Years 7, 8, 9	Key Stage 3
14–16	Secondary	Years 10 and 11	Key Stage 4
16-19	Sixth Form	Years 12 and 13	Key Stage 5

Alphabetical list of primary schools

For school planning purposes, Oxfordshire is divided into 23 learning communities, which are defined by secondary schools and their feeder primary schools; towns which have more than one secondary school are treated as a single learning community – e.g. Witney. The data and strategy sections of this Pupil Place Plan are organised by learning community, and pupil forecast have been provided at this level.

Some learning communities are then divided into smaller planning sub-areas, based on criteria set out by the Department for Education including the geographic characteristics of the area, distances between schools and parental preference patterns. For example, Witney is divided into Witney North and Witney South based on the designated areas of the two secondary schools. Within each area strategy section, comments are provided at planning sub-area level.

School	Learning Community	Planning sub-area (where relevant)
Abbey Woods Academy	Abingdon	Abingdon East
All Saints Church of England (Aided) Primary School	Didcot	Didcot North
Appleton Church of England (A) Primary School	Cumnor	N/A
Ashbury with Compton Beauchamp CE (A) Primary School	Faringdon	N/A
Aston & Cote Church of England Primary School	Witney	Witney South
Aston Rowant Church of England Primary School	Thame	Thame Villages
Aureus Primary School	Didcot	Didcot South Town
Badgemore Primary School	Henley	N/A
Bampton Church of England Primary School	Burford	Burford South
Barley Hill Primary School	Thame	Thame Town
Barton Park Primary School	Oxford	Oxford East
Bayards Hill Primary School	Oxford	Oxford East
Beckley Church of England Primary School	Wheatley	N/A
Benson CE Primary School	Wallingford	N/A
Bishop Carpenter Church of England Aided Primary School	Bloxham	Bloxham West
Bishop Loveday Church of England Primary School	Banbury	Banbury South
Bladon Church of England Primary School	Woodstock	N/A
Bletchington Parochial Church of England Primary School	Woodstock	N/A
Blewbury Endowed Church of England Primary School	Didcot	Didcot South Villages
Bloxham Church of England Primary School	Bloxham	Bloxham East

Botley School	Cumnor	N/A
Brightwell-Cum-Sotwell CE Primary School	Wallingford	N/A
Brize Norton Primary School	Burford	Burford South
Brookside Primary School	Bicester	Bicester South West
Buckland Church of England Primary School	Faringdon	N/A
Bure Park Primary School	Bicester	Bicester North Town
Burford Primary School	Burford	Burford North
Caldecott Primary School	Abingdon	Abingdon South
Carswell Community Primary School	Abingdon	Abingdon South
Carterton Primary School	Carterton	N/A
Chadlington Church of England Primary School	Chipping Norton	Chipping Norton South
Chalgrove Community Primary School	Watlington	N/A
Charlbury Primary School	Chipping Norton	Chipping Norton South
Charlton Primary School	Wantage	Wantage South
Charlton-On-Otmoor Church of England Primary School	Bicester	Bicester South East
Checkendon Church of England Primary School	Woodcote	N/A
Cherry Fields Primary School	Banbury	Banbury North East
Chesterton Church of England Primary School	Bicester	Bicester South West
Chilton County Primary School	Didcot	Didcot South Villages
Cholsey Primary School	Wallingford	N/A
Christopher Rawlins CE Voluntary Aided Primary School	Bloxham	Bloxham East
Church Cowley St James CE Primary School	Oxford	Oxford South
Clanfield Church of England Primary School	Burford	Burford South
Clifton Hampden Church of England Primary School	Abingdon	Abingdon East
Combe Church of England Primary School	Woodstock	N/A
Cropredy Church of England Primary School	Banbury	Banbury North East
Crowmarsh Gifford Church of England School	Wallingford	N/A
Cumnor Church of England School	Cumnor	N/A
Cutteslowe Primary School	Oxford	Oxford North
Dashwood Banbury Academy	Banbury	Banbury North East
Deddington Church of England Primary School	Bloxham	Bloxham East

Didcot Primary Academy (previously called GEMS Didcot Primary Academy)	Didcot	Didcot South Town
Dorchester St Birinus Church of England School	Abingdon	Abingdon East
Dr Radcliffe's Church of England (Aided) Primary School	Bloxham	Bloxham East
Dr South's Church of England (Aided) Primary School	Kidlington	N/A
Drayton Community Primary School	Abingdon	Abingdon South
Dry Sandford Primary School	Abingdon	Abingdon West
Ducklington Church of England Primary School	Witney	Witney South
Dunmore Primary School	Abingdon	Abingdon North
East Oxford Primary School	Oxford	Oxford Central
Edith Moorhouse Primary School	Carterton	N/A
Edward Feild Primary School	Kidlington	N/A
Enstone Primary School	Chipping Norton	Chipping Norton South
Europa School UK	Abingdon	Abingdon East
Ewelme Church of England (Aided) Primary School	Watlington	N/A
Eynsham Community Primary School	Eynsham	N/A
Faringdon Infant School	Faringdon	N/A
Faringdon Junior School	Faringdon	N/A
Finmere Church of England Primary School	Bicester	Bicester North Villages
Finstock Church of England Primary School	Witney	Witney North
Fir Tree Junior School	Wallingford	N/A
Five Acres Primary School	Bicester	Bicester South East
Freeland Church of England Primary School	Eynsham	N/A
Fringford Church of England Primary School	Bicester	Bicester North Villages
Fritwell CE Voluntary Controlled Primary School	Bicester	Bicester North Villages
Gagle Brook Primary School	Bicester	Bicester North Town
Garsington Church of England Primary School	Wheatley	N/A
Gateway Primary School	Carterton	N/A
Wantage Primary Academy	Wantage	N/A
Glory Farm Primary School	Bicester	Bicester North Town
Goring Church of England Aided Primary School	Woodcote	N/A
Great Milton Church of England Primary School	Wheatley	N/A
Great Rollright Church of England (Aided) Primary School	Chipping Norton	Chipping Norton North

Great Tew Primary School	Chipping Norton	Chipping Norton South
Grove Church of England School	Wantage	Wantage North
Hagbourne Church of England Primary School	Didcot	Didcot South Villages
Hailey Church of England Primary School	Witney	Witney North
Hanborough Manor Church of England School	Eynsham	N/A
Hanwell Fields Community School	Banbury	Banbury West
Hardwick Community School	Banbury	Banbury West
Harriers Banbury Academy	Banbury	Banbury South
Harwell Community Primary School	Didcot	Didcot South Villages
Heyford Park Free School	Bicester	Bicester North Villages
Hill View Primary School	Banbury	Banbury West
Holy Trinity Catholic Primary School	Chipping Norton	Chipping Norton North
Hook Norton Church of England Primary School	Chipping Norton	Chipping Norton North
Hornton Primary School	Bloxham	Bloxham West
Horspath Church of England Primary School	Wheatley	N/A
John Blandy Voluntary Controlled Primary School	Faringdon	N/A
John Hampden Primary School	Thame	Thame Town
John Henry Newman Academy	Oxford	Oxford South
Kidmore End Church of England (Aided) Primary School	Sonning Common	N/A
Kingham Primary School	Chipping Norton	Chipping Norton North
King's Meadow School	Bicester	Bicester South West
Kirtlington Church of England School	Woodstock	N/A
Ladygrove Park Primary School	Didcot	Didcot North
Langford Village Community Primary School	Bicester	Bicester South East
Larkrise Primary School	Oxford	Oxford Central
Launton Church of England School	Bicester	Bicester South East
Leafield Church of England (Controlled) Primary School	Burford	Burford North
Lewknor (Church of England) Primary School	Watlington	N/A
Little Milton Church of England Primary School	Wheatley	N/A
Long Furlong Primary School	Abingdon	Abingdon North
Long Wittenham (Church of England) Primary School	Didcot	Didcot North
Longcot & Fernham Church of England School	Faringdon	N/A

Longfields Primary School	Bicester	Bicester South East
Longford Park Primary School	Banbury	Banbury South
Longworth Primary School	Faringdon	N/A
Madley Brook Community Primary School	Witney	Witney North
Manor School	Didcot	Didcot South Town
Marcham Church of England Primary School	Abingdon	Abingdon West
Marsh Baldon Church of England Controlled School	Wheatley	N/A
Middle Barton School	Chipping Norton	Chipping Norton South
Mill Lane Community Primary School	Thame	Thame Villages
Millbrook Primary School	Wantage	Wantage North
Nettlebed Community School	Woodcote	N/A
New Hinksey Church of England Primary School	Oxford	Oxford Central
New Marston Primary School	Oxford	Oxford East
North Hinksey Church of England Primary School.	Cumnor	N/A
North Kidlington School	Kidlington	N/A
North Leigh Church of England Primary School	Witney	Witney North
Northbourne Church of England Primary School	Didcot	Didcot South Town
Orchard Fields Community School	Banbury	Banbury West
Orchard Meadow Primary School	Oxford	Oxford South
Our Lady of Lourdes Catholic Primary School, Witney	Witney	Witney South
Our Lady's Catholic Primary School	Oxford	Oxford Central
Pegasus Primary School	Oxford	Oxford South
Peppard Church of England Primary School	Sonning Common	N/A
Queen Emma Community Primary School	Witney	Witney South
Queensway School	Banbury	Banbury South
Radley Church of England Primary School	Abingdon	Abingdon North
Rose Hill Primary School	Oxford	Oxford South
Royal Air Force Benson Community Primary School	Watlington	N/A
Rush Common School	Abingdon	Abingdon North
Sacred Heart Catholic Primary School, Henley-on-Thames	Henley	N/A
Sandhills Community Primary School	Wheatley	N/A
Shellingford Church of England (Voluntary Aided) School	Faringdon	N/A

Shenington Church of England Primary School	Bloxham	Bloxham West
Shiplake Church of England Primary School	Henley	N/A
Shrivenham CE (Controlled) Primary School	Faringdon	N/A
Sibford Gower Endowed Primary School	Bloxham	Bloxham West
Sonning Common School	Sonning Common	N/A
South Moreton School	Didcot	Didcot South Villages
South Stoke Primary School	Woodcote	N/A
Southwold Primary School	Bicester	Bicester North Town
St Aloysius' Catholic Primary School	Oxford	Oxford North
St Amand's Catholic (VA) Primary School, East Hendred	Wantage	Wantage South
St Andrew's Church of England Primary School	Oxford	Oxford East
St Andrew's Church of England Primary School, Chinnor	Thame	Thame Villages
St Barnabas' Church of England (Aided) Primary School	Oxford	Oxford North
St Blaise Church of England Primary School	Abingdon	Abingdon South
St Christopher's Church of England Primary School	Oxford	Oxford Central
St Christopher's CE Primary School, Langford	Burford	Burford South
St Ebbe's Church of England Primary School	Oxford	Oxford Central
St Edburg's Church of England (VA) School, Bicester	Bicester	Bicester South West
St Edmund's Catholic (VA) Primary School, Abingdon	Abingdon	Abingdon North
St Francis Church of England Primary School	Oxford	Oxford Central
St Frideswide CE Primary School	Oxford	Oxford Central
St James Church of England Primary School, Hanney	Wantage	Wantage North
St John Fisher Catholic Primary School, Oxford	Oxford	Oxford South
St John the Evangelist Church of England Primary School	Carterton	N/A
St John's Catholic Primary School	Banbury	Banbury South
St John's Primary School	Wallingford	N/A
St Joseph's Catholic Primary School, Banbury	Banbury	Banbury West
St Joseph's Catholic Primary School, Carterton	Carterton	N/A
St Joseph's Catholic Primary School, Oxford	Oxford	Oxford East

St Joseph's Catholic Primary School, Thame	Thame	Thame Town
St Kenelm's Church of England (VC) Primary School	Burford	Burford North
St Laurence Church of England Primary School	Wallingford	N/A
St Leonard's Church of England Primary School	Banbury	Banbury North East
St Mary's Catholic Primary School, Bicester	Bicester	Bicester South West
St Mary's CE (Aided) Primary School, Chipping Norton	Chipping Norton	Chipping Norton North
St Mary's CE (Controlled) Infant School, Witney	Witney	Witney South
St Mary's CE (VC) Primary School, Banbury	Banbury	Banbury North East
St Michael's CE Aided Primary School, Oxford	Oxford	Oxford East
St Mary and St John Church of England Primary School	Oxford	Oxford Central
St Michael's Church of England Primary School, Steventon	Abingdon	Abingdon South
St Nicholas C of E Infants' School & Foundation Stage	Wallingford	N/A
St Nicholas CE Primary School, East Challow	Wantage	Wantage South
St Nicholas' Primary School	Oxford	Oxford East
St Nicolas Church of England Primary School, Abingdon	Abingdon	Abingdon North
St Peter's Church of England (VA) Primary School	Burford	Burford South
St Peter's Church of England Primary School, Cassington	Eynsham	N/A
St Philip and St James' CE Voluntary Aided Primary School	Oxford	Oxford North
St Swithun's Church of England Primary School	Cumnor	N/A
St Thomas More Catholic Primary School	Kidlington	N/A
Stadhampton Primary School	Watlington	N/A
Standlake (Church of England) Primary School	Eynsham	N/A
Stanford-In-The-Vale Church of England Primary School	Wantage	Wantage North
Stanton Harcourt Church of England Primary School	Eynsham	N/A
Stephen Freeman Community School	Didcot	Didcot South Town
Stockham Primary School	Wantage	Wantage South
Stoke Row Church of England Primary School	Woodcote	N/A
Stonesfield Primary School	Woodstock	N/A

Sunningwell Church of England Primary School	Abingdon	Abingdon West
Sutton Courtenay Church of England Primary School	Abingdon	Abingdon South
Tackley Church of England Primary School	Woodstock	N/A
Tetsworth Primary School	Thame	Thame Villages
Thameside Primary School	Abingdon	Abingdon South
The Batt Church of England Aided Primary School, Witney	Witney	Witney South
The Blake Church of England (Aided) Primary School	Witney	Witney North
The Grange Community Primary School	Banbury	Banbury South
The Hendreds Church of England Primary School	Wantage	Wantage South
The Ridgeway CE Primary School, Childrey	Wantage	Wantage South
Thomas Reade Primary School	Abingdon	Abingdon North
Tower Hill School	Witney	Witney South
Trinity Church of England Primary School	Henley	N/A
Tyndale Community School	Oxford	Oxford Central
Uffington Church of England Primary School	Wantage	Wantage North
Valley Road School	Henley	N/A
Wantage Church of England Primary School	Wantage	Wantage South
Wantage Primary Academy	Wantage	Wantage South
Watchfield Primary School	Faringdon	N/A
Watlington Primary School	Watlington	N/A
West Kidlington Primary School	Kidlington	N/A
West Oxford Community Primary School	Cumnor	N/A
West Witney Primary School	Witney	Witney South
Wheatley Church of England Primary School	Wheatley	N/A
Whitchurch Primary School	Woodcote	N/A
William Fletcher Primary School	Woodstock	N/A
William Morris School	Banbury	Banbury West
Willowcroft Community School	Didcot	Didcot South Town
Windale Primary School	Oxford	Oxford South
Windmill Primary School	Oxford	Oxford East
Windrush CE Primary School	Witney	Witney South
Witney Community Primary School	Witney	Witney North
Wolvercote Primary School	Oxford	Oxford North
Wood Farm Primary School	Oxford	Oxford East

Woodcote Primary School	Woodcote	N/A
Woodstock Church of England Primary School	Woodstock	N/A
Wootton St Peter Church of England School	Abingdon	Abingdon West
Wootton-by-Woodstock CE (Aided) Primary School	Woodstock	N/A
Wroxton Church of England Primary School	Bloxham	Bloxham West
Wychwood Church of England Primary School	Burford	Burford North

Alphabetical list of secondary schools

Aureus School	Didcot
Bartholomew School	Eynsham
Blessed George Napier Catholic School	Banbury
Burford Secondary School	Burford
Carterton Community College	Carterton
Cheney School	Oxford
Chiltern Edge School	Sonning Common
Chipping Norton School	Chipping Norton
Didcot Girls' School	Didcot
Europa School UK	Abingdon
Faringdon Community College	Faringdon
Fitzharrys School	Abingdon
Futures Institute Banbury	Banbury
Gillotts School	Henley
Gosford Hill School	Kidlington
Heyford Park Free School	Bicester
Icknield Community College	Watlington
John Mason School	Abingdon
King Alfred's Academy	Wantage
Langtree School	Woodcote
Larkmead School	Abingdon
Lord Williams's School	Thame
Matthew Arnold School	Cumnor
North Oxfordshire Academy	Banbury
Oxford Academy	Oxford
Oxford Spires Academy	Oxford
St Birinus School	Didcot
St Gregory the Great Catholic School	Oxford
The Bicester School	Bicester
The Cherwell School	Oxford
The Cooper School	Bicester
The Henry Box School	Witney
The Marlborough Church of England School	Woodstock
The Swan School	Oxford
The Warriner School	Bloxham
University Technical College (UTC) Oxfordshire	Didcot
Wallingford School	Wallingford
Wheatley Park School	Wheatley
Whitelands Academy	Bicester
Wood Green School	Witney
Wykham Park Academy	Banbury

Pupil forecasts by area

	ACTUAL	FORECASTS				
Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Abingdon						
R	677	694	684	726	744	746
1	685	663	684	679	721	734
2	669	678	662	683	681	718
3	644	653	664	652	672	668
4	672	645	655	669	659	675
5	709	658	636	647	661	650
6	596	708	662	643	654	667
7	475	472	544	527	507	519
8	535	479	479	550	535	513
9	502	540	489	491	561	545
10	455	472	510	463	469	533
11	453	444	463	502	458	462
12	257	224	224	232	249	230
13	204	229	201	202	208	222
Banbury						
R	647	683	713	657	659	696
1	662	650	674	704	657	663
2	654	671	655	678	710	670
3	647	663	674	661	686	721
4	673	647	658	670	661	687
5	676	671	641	654	668	663
6	680	677	669	640	655	672
7	483	525	521	517	493	495
8	520	493	531	527	526	504
9	531	524	494	531	530	532
10	491	526	516	490	526	528
11	475	487	519	511	487	524
12	204	217	222	234	234	227
13	202	183	191	195	207	209
Bicester						
R	635	694	628	699	706	748
1	633	648	692	638	708	718
2	593	643	651	697	649	720
3	585	606	647	660	706	664
4	626	592	604	647	664	709
5	650	637	599	614	657	678
6	609	654	633	601	617	662
7	572	572	605	584	563	581
8	557	583	576	614	593	577
9	525	554	579	576	615	597
10	494	530	555	584	583	625
11	471	496	530	557	593	594
12	175	191	203	217	229	249
13	150	154	167	178	191	202

	ACTUAL	FORECASTS				
Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Bloxham						
R	205	217	229	209	212	222
1	226	208	218	230	212	214
2	209	232	214	224	236	218
3	212	210	231	215	225	236
4	204	217	214	234	219	228
5	230	210	218	215	236	221
6	226	230	209	216	213	233
7	280	280	284	268	274	283
8	284	282	280	284	270	274
9	259	284	279	278	283	269
10	253	266	287	282	282	288
11	225	253	264	285	280	281
12	73	72	80	83	90	88
13	66	69	68	75	78	84
Burford						
R	181	160	181	201	194	194
1	183	181	162	182	202	194
2	179	186	185	165	185	204
3	185	183	190	189	170	188
4	181	184	182	189	188	169
5	178	179	182	179	186	185
6	179	183	184	186	184	190
7	246	265	265	267	267	259
8	246	249	267	267	269	268
9	241	248	252	269	268	270
10	271	237	244	248	263	261
11	222	265	233	239	243	257
12	106	123	144	129	132	133
13	109	100	117	136	122	124
Carterton						
R	197	185	204	222	204	206
1	181	182	172	191	206	192
2	210	171	174	166	181	196
3	203	193	160	163	155	170
4	191	186	178	149	152	145
5	179	177	172	167	139	143
6	180	161	160	156	151	126
7	116	113	103	104	105	101
8	96	112	109	102	102	103
9	119	87	101	99	92	93
10	86	105	76	90	88	82
11	97	85	103	76	89	87
12	22	23	20	25	18	22
13	27	18	19	17	21	16

Pupil forecasts by area

	ACTUAL	FORECASTS				
Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Chipping Norton						
R	223	204	212	244	233	242
1	241	232	211	219	251	242
2	213	248	238	218	226	258
3	227	216	250	239	220	228
4	237	225	213	247	236	218
5	247	238	226	215	247	237
6	228	254	244	232	221	254
7	179	171	187	181	169	163
8	154	180	171	187	181	170
9	172	156	179	172	187	181
10	138	175	159	181	175	190
11	140	137	172	156	178	172
12	91	82	81	98	91	102
13	87	87	78	77	93	87
Cumnor						
R	199	188	213	174	180	176
1	217	199	190	213	179	182
2	215	217	199	191	217	180
3	213	212	214	198	193	214
4	230	213	213	217	203	195
5	225	228	213	212	219	202
6	210	224	227	213	215	219
7	210	194	210	210	197	198
8	211	206	192	208	209	194
9	210	216	212	199	216	214
10	211	203	210	205	196	211
11	182	214	206	214	210	199
12	142	123	143	139	145	141
13	132	135	118	137	134	138
Didcot						
R	590	602	581	564	551	583
1	566	606	602	583	566	561
2	557	570	601	596	578	568
3	563	566	570	601	594	583
4	573	569	562	566	596	595
5	527	580	570	564	568	603
6	460	539	579	570	561	571
7	541	581	685	696	700	689
8	615	561	592	695	703	713
9	614	630	574	601	701	714
10	578	668	683	625	653	762
11	522	582	663	678	622	652
12	252	253	279	315	322	298
13	199	227	228	251	282	288

	ACTUAL	FORECASTS				
Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Eynsham						
R	119	140	126	120	109	117
1	118	130	151	134	125	117
2	124	127	139	159	140	133
3	150	135	136	145	164	146
4	152	160	145	143	150	170
5	168	157	164	148	145	153
6	148	173	162	167	150	146
7	211	211	240	228	227	211
8	209	217	218	245	230	231
9	210	216	223	224	248	235
10	204	217	222	228	227	253
11	210	207	220	224	228	228
12	131	139	139	148	149	150
13	108	130	137	137	145	147
Faringdon						
R	289	266	285	280	286	285
1	258	286	271	288	283	285
2	265	262	287	276	289	283
3	263	263	265	288	276	285
4	253	265	268	272	291	277
5	247	239	255	259	261	276
6	263	249	240	258	262	260
7	253	280	275	267	282	289
8	262	253	280	277	268	280
9	232	268	260	288	284	273
10	209	224	258	252	278	274
11	230	206	220	254	248	271
12	85	99	89	97	110	107
13	80	82	96	87	94	105
Henley						
R	117	145	121	108	104	105
1	135	124	149	128	114	108
2	110	137	126	151	129	115
3	125	117	140	131	155	132
4	134	128	120	142	132	155
5	137	134	127	122	141	130
6	143	140	135	130	124	140
7	177	194	191	179	174	169
8	200	183	199	197	182	176
9	177	198	181	198	194	177
10	175	179	197	182	197	192
11	164	180	182	202	184	199

Pupil forecasts by area

	ACTUAL	FORECASTS				
Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Kidlington						
R	168	144	159	163	162	168
1	180	167	145	159	162	162
2	160	174	161	142	154	158
3	174	160	174	162	143	155
4	173	167	154	166	155	138
5	185	170	165	153	163	155
6	177	181	167	162	150	161
7	102	141	144	135	130	125
8	152	102	139	143	135	132
9	141	149	101	137	142	136
10	144	137	145	100	134	141
11	160	145	139	146	102	138
12	55	64	59	56	60	43
13	40	49	57	53	51	55
Oxford						
R	1266	1175	1189	1153	1157	1175
1	1245	1263	1181	1192	1166	1168
2	1292	1205	1221	1148	1163	1137
3	1304	1242	1161	1176	1117	1129
4	1336	1274	1217	1141	1162	1105
5	1429	1317	1259	1205	1140	1159
6	1349	1436	1326	1270	1222	1161
7	1160	1198	1279	1179	1132	1090
8	1251	1150	1184	1266	1175	1128
9	1046	1222	1127	1160	1244	1155
10	1081	1023	1191	1102	1136	1217
11	1070	1065	1009	1174	1090	1122
12	712	758	759	735	840	795
13	638	602	618	618	601	695
Sonning Common						
R	88	83	92	78	76	76
1	83	95	89	98	83	80
2	92	87	96	92	99	84
3	90	94	88	97	93	99
4	95	93	96	90	98	94
5	102	96	94	96	90	97
6	101	106	99	97	99	92
7	80	91	92	59	59	59
8	76	70	78	79	52	51
9	61	68	62	69	69	47
10	61	48	52	48	53	53
11	77	61	48	52	47	52

	ACTUAL	FORECASTS				
Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Thame						
R	273	290	288	259	251	257
1	270	292	303	298	272	263
2	266	284	299	307	305	278
3	253	282	293	306	315	313
4	256	264	288	296	311	319
5	286	269	271	293	303	316
6	261	297	275	274	299	307
7	333	337	363	342	341	365
8	321	339	341	366	346	344
9	326	325	338	338	364	344
10	351	329	325	336	336	362
11	319	356	330	325	337	337
12	282	264	288	268	267	274
13	245	257	238	260	243	242
Wallingford						
R	252	227	258	242	245	256
1	235	261	233	266	253	254
2	226	236	258	233	267	253
3	224	228	236	259	236	268
4	206	223	225	235	258	236
5	193	208	222	226	238	259
6	189	199	211	226	231	244
7	218	201	212	222	235	237
8	226	223	206	219	230	241
9	195	231	226	211	225	237
10	205	194	227	223	212	225
11	193	212	199	235	230	221
12	150	144	157	149	173	167
13	122	139	133	147	139	161
Wantage						
R	376	387	378	384	400	422
1	368	401	399	394	400	415
2	371	398	421	422	418	423
3	377	385	403	429	431	425
4	344	397	396	415	443	444
5	401	356	400	401	421	449
6	342	419	368	414	412	430
7	239	282	337	300	338	332
8	260	246	286	341	306	342
9	249	277	255	297	354	315
10	261	235	256	236	277	329
11	283	264	235	257	237	277
12	197	180	166	151	164	152
13	152	181	162	150	138	150

Pupil forecasts by area

	ACTUAL	FORECASTS				
Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Watlington						
R	125	107	146	143	145	157
1	117	130	113	151	147	150
2	131	119	130	117	152	149
3	114	132	120	132	120	154
4	125	112	128	120	130	120
5	121	118	106	124	116	126
6	116	120	116	105	123	116
7	142	146	150	148	139	154
8	151	146	150	156	153	146
9	138	150	144	150	156	154
10	158	138	148	144	150	157
11	137	156	136	147	143	151
Wheatley						
R	174	173	153	150	147	153
1	168	173	174	152	150	149
2	182	166	172	172	151	152
3	176	171	158	160	162	145
4	179	175	170	156	158	162
5	209	170	166	160	147	151
6	159	203	167	162	157	145
7	179	162	196	167	162	159
8	181	180	165	195	168	165
9	181	179	178	162	192	169
10	183	177	176	173	159	190
11	163	181	176	174	172	160
12	122	88	98	95	94	94
13	83	106	77	85	82	82
Witney						
R	395	393	398	413	392	396
1	396	418	415	420	434	408
2	393	411	431	428	432	443
3	427	399	416	435	430	432
4	463	439	408	427	442	436
5	411	464	441	410	426	438
6	416	422	473	452	419	432
7	391	388	392	436	415	385
8	401	398	395	399	441	418
9	400	410	406	404	408	447
10	326	405	414	412	409	411
11	378	330	409	418	415	411
12	204	183	162	199	202	200
13	170	190	171	152	186	188

	ACTUAL	FORECASTS				
Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Woodcote						
R	103	114	113	93	91	95
1	117	108	117	117	97	96
2	108	119	109	117	118	99
3	112	106	115	107	114	115
4	120	114	108	116	109	116
5	123	119	111	106	113	108
6	115	124	120	111	106	113
7	120	118	120	121	112	110
8	144	123	120	123	123	114
9	118	145	124	122	124	125
10	119	119	144	124	122	124
11	120	124	122	148	127	126
Woodstock						
R	172	152	166	150	152	169
1	158	176	156	172	158	162
2	174	160	179	159	177	165
3	165	176	163	182	165	186
4	156	165	176	166	186	171
5	182	156	163	176	166	189
6	164	185	160	169	183	176
7	182	174	192	173	178	191
8	179	184	176	195	177	184
9	178	181	183	178	197	182
10	180	183	186	189	184	205
11	179	186	188	193	193	191
12	85	80	83	85	87	88
13	58	72	68	71	73	76

Area context, issues and strategy: ABINGDON

Planning context

This area is affected by the planning policies of both the Vale of White Horse (VOWH) and South Oxfordshire (SODC) District Councils.

The main proposed housing developments affecting this area are:

- 1,150 homes across two sites at North and North West Abingdon
- Dalton Barracks, to the west of the town, where the VOWH Local Plan includes 1,200 new homes; a planning application is expected a larger development, and there may be proposals for further growth beyond the time period of the current Local Plan.
- Culham Science Centre, where the SODC Local Plan includes 3,500 new homes
- Berinsfield, where 1,700 new homes are planned as part of a regeneration-led Garden Village.

There are also some housing developments within the surrounding villages which, while smaller-scale, will have a significant impact on the local primary schools.

Abingdon has an MoD base, and therefore numbers are subject to volatility related to personnel redeployments.

Abingdon North Primary

Demand for primary school places in North Abingdon has fluctuated significantly in recent years, but the last of previous "bulge" classes left in 2019.

Pupil forecasts indicate growth in demand for school places in Radley relating to planned housing development, while intakes at the town schools in this area are forecast to be more constant. However, the large-scale housing growth located in North and North West Abingdon is on the border of the Abingdon West and Abingdon North planning areas. The current forecast shows most of this affecting Abingdon West pupil numbers, but it is likely that the impact will be more evenly distributed.

Expansion of Radley Primary School [3238] from 0.5fe to 1fe is underway in response to the permitted housing growth. This is forecast to provide sufficient capacity for the Abingdon North area.

Abingdon East Primary

Abingdon East comprises mostly village schools, which have significant spare capacity, the exception being the Europa School, a bilingual all-through free school, which is oversubscribed. Although shown in the Abingdon East planning area, the Europa School draws pupils from a wider area due to the bilingual education it provides. It could particularly affect the other Abingdon planning areas, as well as the Oxford, Didcot, Faringdon and Wantage areas.

The Culham and Berinsfield strategic developments lie within this area.

Reception numbers are forecast to increase gradually over the next few years, before the large-scale housing growth at Berinsfield and Culham generate rapid population growth later in the decade.

Recent changes in school capacity in this area:

- Europa [4002] has increased its admission number from 84 to 90 in 2019.

- Culham Parochial CE Primary School closed in March 2020, and was merged with Clifton Hampden CE Primary School [3183]. This resulted in a net decrease in admission numbers across the two schools of 5 places, and a net decrease in capacity of 30.
- Abbey Woods Academy [2007] has determined a reduction in PAN from 45 to 30 for 2022 onwards. The academy is rationalising its use of accommodation.

In the longer term (beyond 2025) new schools will be required for the Culham development; this is likely to comprise two 2-form entry primary schools, and one 8-form secondary school with sixth form. Further investigation will be required into how this provision relates to the current Europa School.

A new primary school and/or a significant expansion of Abbey Woods Academy will also be needed at Berinsfield.

Abingdon South Primary

Following previous sustained increases in demand, most schools in this area have now expanded or taken bulge classes. Apparent spare capacity will be eroded as new housing is completed and occupied. Allocations for the September 2021 intake are higher than expected, as the expansion of St Blaise Primary School is changing patterns of movement, making it difficult to forecast the next few years. Forecasts currently show a dip in intake for 2022, but it is likely that the actual intake will again exceed the forecast, as the forecasting model will not yet have fully adjusted to the expansion of capacity.

The area has generally seen small-medium scale housing growth, having a significant impact where this occurs in village locations which have not had a history of growth previously.

Schools in this planning area (particularly Sutton Courtenay, St Blaise, St Michael's) are close to the Didcot area, and could be affected by housing development there; they could also be affected by new schools opening in Didcot. In particular, the expansion of St Blaise ahead of village housing growth is attracting pupils from the Didcot area, given that parts of Didcot are experiencing a shortage of places due to rapid housing development.

Recent/ongoing expansions in the area:

- St Blaise [3260] - from 0.5fe to 1fe, from 2021
- Sutton Courtenay [3243]; Drayton [2560] – both expanded in 2017 to 1fe.

No further changes in school capacity are currently planned for this area.

Abingdon West Primary

Abingdon West comprises small village schools. Current spare capacity is forecast to fall due to housing growth, both within the village of Marcham, and the strategic housing growth underway on the north western edge of Abingdon. A further large strategic housing development is planned at Dalton Barracks. Both sets of developments are located on the border of the Abingdon West and Abingdon North planning areas. The current forecasts show most of this affecting Abingdon West pupil numbers, but it is likely that the impact will be more evenly distributed.

Recent/ongoing expansions in the area:

- Marcham [3235] has expanded to 1FE to provide capacity for local housing growth.

A site for a new primary school has been secured within the large housing development on the north western edge of Abingdon; sites for new schools will also be secured within the Dalton Barracks development, proportionate to the scale of the development permitted.

Abingdon Secondary

Across the three secondary schools within the town there has previously been some surplus capacity. The cohorts due to transfer from primary to secondary schools from 2022 onwards are significantly larger than previous cohorts, which will gradually reduce surplus capacity. The allocations for the September intake exceed the pupil forecast. It is possible, therefore, that the forecast is under-estimating demand for places in this area, perhaps due to significant fluctuations in popularity between schools in this and surrounding areas.

There is significant movement out of this planning area into other secondary schools, including in the private sector: changes in the relative popularity of the Abingdon and adjoining schools could quickly lead to over-subscription. The main direction of movement is into Didcot; however this will change as the Didcot population grows.

Although shown in the Abingdon planning area, the Europa School [4002] draws pupils from a wider area due to the bilingual education it provides. It could particularly affect the other Abingdon planning areas, as well as the Oxford, Didcot, Faringdon and Wantage areas.

The Europa School [4002] (an all-through free school) completed its takeover of the former European School just outside Abingdon in September 2017 and now teaches the whole primary and secondary age range. They have increased their Reception admission number to 90, and this will feed through to the secondary age range in due course.

The large-scale housing growth due at Dalton Barracks and Culham is expected to eventually require at least one new secondary school in this area, but this is not currently expected to be required before the end of the decade.

Abingdon

Abingdon				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Europa School	Abingdon East Primary & Abingdon Secondary	4002	All-through	ACA	0	90	90	90	84	84	84	84	56	60	60	56	56	50	43	29	926	1192	90	139	90
Abbot Woods Academy	Abingdon East Primary	2007	Primary	ACA	16	45	19	25	21	28	22	32	28	0	0	0	0	0	0	0	175	280	45	17	19
Caldecott Primary School	Abingdon South Primary	2605	Primary	COM	110	60	54	59	60	55	58	49	49	0	0	0	0	0	0	0	384	420	60	58	60
Carswell Community Primary School	Abingdon South Primary	2595	Primary	COM	40	30	30	27	30	28	29	29	35	0	0	0	0	0	0	0	208	249	30	34	29
Clifton Hampden Church of England Primary School	Abingdon East Primary	3183	Primary	VC	0	15	14	15	13	13	13	17	16	0	0	0	0	0	0	0	101	105	15	17	15
Dorchester St Birinus Church of England School	Abingdon East Primary	3186	Primary	VC	0	15	13	6	7	15	7	18	8	0	0	0	0	0	0	0	74	105	15	8	11
Drayton Community Primary School	Abingdon South Primary	2560	Primary	COM	0	30	29	29	30	28	30	30	24	0	0	0	0	0	0	0	200	210	30	36	30

Abingdon

2020/21 (data correct as of May 2021)																							2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Dry Sandford Primary School	Abingdon West Primary	2565	Primary	COM	0	20	15	16	17	8	22	15	12	0	0	0	0	0	0	0	105	140	20	17	18
Dunmore Primary School	Abingdon North Primary	3861	Primary	COM	60	60	60	59	60	54	57	60	60	0	0	0	0	0	0	0	410	420	60	43	48
Long Furlong Primary School	Abingdon North Primary	2602	Primary	COM	26	30	27	28	30	28	32	31	25	0	0	0	0	0	0	0	201	210	30	40	30
Marcham Church of England (Voluntary Controlled) Primary School	Abingdon West Primary	3235	Primary	VC	0	30	22	30	30	22	24	23	21	0	0	0	0	0	0	0	172	207	30	25	25
Radley Church of England Primary School	Abingdon North Primary	3238	Primary	VC	48	15	19	14	17	12	15	16	13	0	0	0	0	0	0	0	106	105	30	12	12
Rush Common School	Abingdon North Primary	2574	Primary	ACA	0	60	57	56	58	60	55	60	50	0	0	0	0	0	0	0	396	420	60	44	54

Abingdon

2020/21 (data correct as of May 2021)																							2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
St Blaise CofE Primary School	Abingdon South Primary	3260	Primary	VC	0	15	13	15	14	14	16	16	10	0	0	0	0	0	0	0	98	105	30	21	29
St Edmund's Catholic Primary School	Abingdon North Primary	3856	Primary	VA	52	30	30	22	25	22	24	25	28	0	0	0	0	0	0	0	176	210	30	21	28
St Michael's CofE Primary School, Steventon	Abingdon South Primary	3241	Primary	VC	52	30	23	30	17	22	16	27	17	0	0	0	0	0	0	0	152	210	30	32	30
St Nicolas Church of England Primary School, Abingdon	Abingdon North Primary	3247	Primary	VC	0	60	59	58	60	58	60	64	56	0	0	0	0	0	0	0	415	420	60	51	57
Sunningwell Church of England Primary School	Abingdon West Primary	3242	Primary	VC	0	15	14	15	11	7	16	15	11	0	0	0	0	0	0	0	89	105	15	9	11
Sutton Courtenay Church of England Primary School	Abingdon South Primary	3243	Primary	ACA	52	30	24	29	21	26	20	32	14	0	0	0	0	0	0	0	166	210	30	23	26

Abingdon

2020/21 (data correct as of May 2021)																							2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Thameside Primary School	Abingdon South Primary	2598	Primary	ACA	52	30	25	29	26	21	30	23	23	0	0	0	0	0	0	0	177	210	30	21	24
Thomas Reade Primary School	Abingdon North Primary	2587	Primary	COM	15	30	30	24	29	26	29	31	29	0	0	0	0	0	0	0	198	210	30	41	30
Wootton St Peter's Church of England Primary School	Abingdon West Primary	3854	Primary	VA	0	16	10	9	9	13	13	12	11	0	0	0	0	0	0	0	77	112	16	15	16
Fitzharrys School	Abingdon Secondary	4127	Secondary	ACA	0	180	0	0	0	0	0	0	0	109	131	119	92	101	49	25	626	1066	180	122	131
John Mason School	Abingdon Secondary	4126	Secondary	ACA	0	180	0	0	0	0	0	0	0	179	176	172	175	162	89	105	1058	1040	180	175	174
Larkmead School	Abingdon Secondary	4125	Secondary	ACA	0	180	0	0	0	0	0	0	0	127	168	155	132	140	76	45	843	1060	180	135	139
Primary/ Nursery Total					523	756	677	685	669	644	672	709	596								4652	5259	786	724	692
Secondary Total						630								475	535	502	455	453	257	204	2881	3728	630	432	444

Area context, issues and strategy: BANBURY

Planning context

This area is affected by the planning policies of Cherwell District Council.

Banbury is a major focus for housing growth in the Cherwell Local Plan, with large developments planned or underway to the south, north and west of the town, as well as some redevelopment proposals within the town centre.

For several years, pupil intakes at primary schools in this area rose significantly faster than previously forecast, and some schools were required to create "bulge" classes at short notice. Population growth stabilised in recent years, but demand for primary school places started to grow again in 2019, and is forecast to increase further in future years, focussed on the large housing developments.

Births data indicates that young families are being attracted to the new developments, with births in some more established parts of the town falling sharply. As a result, spatial patterns of demand for school places are changing. Pupil census data shows a particular pattern of in-year growth in both primary and secondary pupil numbers in the last two years, indicative of families moving into the new housing from outside the area.

Banbury North East Primary

Demand for places in this area is forecast to grow as the housing development at Southam Road populates. At the same time, there has been a fall in births in the established community of Grimsbury.

The 1 form entry Cherry Fields Primary School [2036] opened in 2020. Opening a new school inevitably creates some short-term surplus capacity, until the population growth catches up with the expansion of capacity, but this will decline over the next few years.

In response to falling demand for school places in the Grimsbury area, St Leonard's CE Primary School [3262] has reduced its admission number from 60 to 45 for 2022.

Banbury South Primary

The south of Banbury is seeing the bulk of the town's housing growth. Longford Park in the south east is well underway, and will continue building out for the rest of the decade. Further large Local Plan allocations south of Salt Way have started. This will result in significant growth in pupil numbers over the coming years.

Longford Park Primary School [2017] opened in 2017, initially built as a 1.5 form entry school but expected to expand to 2 forms of entry as the local population grows.

A further new school is expected in the development south of Salt Way. Current forecasts indicate that this may be required in 2025 or 2026.

St John's Catholic School [2035] has reduced its admission number for 2022 from 45 to 30 in response to a fall in demand for Catholic school places in this area.

Banbury West Primary

A number of small-medium housing developments are underway or planned for the western edge of Banbury, which will increase demand for school places. At the same time, more established areas of Banbury such as Neithrop have seen falling births.

There has already been expansion of school capacity in this area, with Hanwell Fields Primary School [3837] and Hill View Primary School [2056] having been extended. William Morris Primary School [2019] has now embarked on a building programme which will slightly increase capacity and replace aging temporary classrooms.

As young families appear to be migrating to the newer housing developments, some areas of surplus capacity are appearing in older parts of town, and reductions in admission numbers at some schools may be appropriate to provide greater stability until the local population grows again.

Banbury Secondary

As well as three secondary schools in Banbury there is a studio school, Futures Institute [4006] which opened in 2014 to provide more specialist technology education for the 14-18 age range. This is accommodated in buildings previously used by Banbury School (now Wykham Park Academy, 4000), reducing the physical capacity of that school.

The increase in pupil numbers already evident in local primary schools will in due course increase secondary pupil numbers. The full impact of the local housing growth in secondary school numbers will not be felt until well beyond the current pupil forecast period.

Some of the demand for secondary school places in this area is absorbed by The Warriner School [4007] in the adjoining Bloxham area. This has previously been expanded, reducing pressure on places in Banbury.

Blessed George Napier RC School [4600] has been approved to expand by 2 forms of entry, with new buildings due to complete in 2023.

Wykham Park Academy is reducing its admission number from 210 to 180 for 2022 onwards.

Given the scale of local housing growth, the need for a new school is expected in the longer term, and a site for this school is identified in the Local Plan. It is not currently expected that this school will be needed before the end of the decade.

Banbury

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Bishop Loveday CoE Primary School	Banbury South Primary	3351	Primary	ACA	0	60	60	57	49	44	61	64	60	0	0	0	0	0	0	0	395	420	60	53	54
Cherry Fields Primary School	Banbury North East Primary	2036	Primary	ACA	44	30	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13	210	30	21	22
Crofted CoE Primary School	Banbury North East Primary	3000	Primary	VC	0	30	30	25	23	25	22	23	26	0	0	0	0	0	0	0	174	210	30	24	25
Dashwood Banbury Academy	Banbury North East Primary	2003	Primary	ACA	84	60	46	60	60	44	59	56	53	0	0	0	0	0	0	0	378	420	60	61	60
Hanwell Fields Community School	Banbury West Primary	3837	Primary	ACA	52	60	60	60	56	56	58	60	60	0	0	0	0	0	0	0	410	420	60	70	60
Hardwick Primary School	Banbury West Primary	2060	Primary	ACA	24	30	27	30	30	30	30	29	30	0	0	0	0	0	0	0	206	210	30	38	30
Harriers Banbury Academy	Banbury South Primary	2053	Primary	ACA	32	60	41	56	46	49	60	58	60	0	0	0	0	0	0	0	370	420	60	64	60
Hill View Primary School	Banbury West Primary	2056	Primary	ACA	40	90	59	60	59	80	67	79	73	0	0	0	0	0	0	0	477	630	90	43	51
Longford Park Primary School	Banbury South Primary	2017	Primary	ACA	78	45	32	30	30	23	0	0	0	0	0	0	0	0	0	0	115	315	45	43	43

Banbury

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Orchard Fields Community School	Banbury West Primary	2055	Primary	COM	60	60	45	36	51	51	50	45	37	0	0	0	0	0	0	0	315	420	60	46	47
Queensway School	Banbury South Primary	2057	Primary	COM	0	60	58	54	52	60	59	59	54	0	0	0	0	0	0	0	396	420	60	54	55
St John's Catholic Primary School	Banbury South Primary	2035	Primary	ACA	0	45	19	20	30	27	27	26	37	0	0	0	0	0	0	0	186	315	45	18	18
St Joseph's Catholic Primary School, Banbury	Banbury West Primary	3825	Primary	ACA	60	30	25	26	26	30	28	30	31	0	0	0	0	0	0	0	196	210	30	31	30
St Leonard's CoE Primary School	Banbury North East Primary	3262	Primary	VC	120	60	43	48	44	42	54	43	57	0	0	0	0	0	0	0	331	420	60	41	41
St Mary's CoE Primary School, Banbury	Banbury North East Primary	3022	Primary	ACA	52	30	22	30	28	25	26	29	29	0	0	0	0	0	0	0	189	210	30	16	18
The Grange Community Primary School	Banbury South Primary	2058	Primary	COM	0	45	45	45	45	39	50	50	46	0	0	0	0	0	0	0	320	315	45	31	30

Banbury

Banbury					2020/21 (data correct as of May 2021)																		2021/22			
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations	
William Morris Primary School	Banbury West Primary	2019	Primary	ACA	26	25	22	25	25	22	22	25	27	0	0	0	0	0	0	0	0	168	175	25	28	25
Blessed George Napier Catholic School and Sixth Form	Banbury Secondary	4600	Secondary	ACA	0	150	0	0	0	0	0	0	0	149	150	146	140	139	87	77	888	847	150	169	150	
Futures Institute Banbury	Banbury Secondary	4006	Secondary	STU	0	75	0	0	0	0	0	0	0	0	0	0	49	47	5	12	113	300	75	n/a	n/a	
North Oxfordshire Academy	Banbury Secondary	6905	Secondary	ACA	0	180	0	0	0	0	0	0	0	181	178	178	172	166	71	66	1012	1150	180	221	180	
Wykham Park	Banbury Secondary	4000	Secondary	ACA	0	210	0	0	0	0	0	0	0	153	192	207	130	123	41	47	893	1300	210	141	210	
Primary/ Nursery Total					672	820	647	662	654	647	673	676	680								4639	5740	820	682	669	
Secondary Total						615								483	520	531	491	475	204	202	2906	3597	615	531	540	

Area context, issues and strategy: BICESTER

Planning context

This area is affected by the planning policies of Cherwell District Council.

Bicester is the largest focus for housing growth in the Cherwell Local Plan, with major developments planned or underway, particularly to the south and west of the town, requiring significant expansion of school capacity through both school expansions and new schools.

Across Bicester there was a dip in births in 2017, resulting in a forecast dip in demand for primary school places in 2022. Beyond that, however, the demand for primary school places is forecast to recover and then continue growing.

Births data indicates that young families are being attracted to the new developments, in particular the Kingsmere development in South West Bicester, with births in some more established parts of the town, especially to the north, falling sharply. As a result, spatial patterns of demand for school places are changing.

Bicester North Town Primary

Demand for places in this area is forecast to continuing growing after a dip in 2022, but this growth is largely being driven by the North West Bicester development, which has made slower progress than previously planned. At the same time, there has been a fall in births in the more established part of town.

Gagle Brook Primary School [2614] opened in 2018 as the first phase of providing school capacity for the North West Bicester development; initially built as 1-form entry, in due course it will be expanded to 2 forms of entry. Pupil numbers have grown more slowly than expected due to delays with delivering the North West Bicester housing. As the development progresses there are expected to be two or three further new primary schools, (as well as a secondary school). Current pupil forecasts indicate that additional capacity will be needed for North West Bicester by 2027, but whether at this stage this is through expansion of Gagle Brook or the opening of the next new school will depend on how the wider development progresses, as the timing for expanding Gagle Brook is dependent on when the adjoining parcel of development, which includes additional site area for the school, comes forward.

Bure Park Primary School [2610] has reduced its admission number from 70 to 60 for 2021 onwards, to enable the removal of temporary classrooms previously provided to manage high demand for places in the local area.

Southwold Primary School [2607] is reducing its admission number from 60 to 45 for 2022 onwards to protect space for the creation of a special education resource base, due to open early 2022; a further resource base will open at Gagle Brook.

Bicester North Villages Primary

This rural area contains three small village primary schools, and an all-through school within the strategic growth area of Heyford Park. Nearly all housing growth in this area is centred on Heyford Park, resulting in very rapid growth in population and births. The surrounding villages have experienced the volatility in local population common to small village schools, but in recent years there has been no consistent trend.

Heyford Park School opened in 2013 to serve the growing community as a former US airbase was redeveloped. In the first instance it provided more

capacity than needed for the immediate local area, and attracted pupils from surrounding villages who would otherwise have attended one of the existing schools. This reduced pupil numbers in the surrounding schools, but numbers have stabilised in recent years.

Further planned growth at Heyford Park will require additional primary school capacity in due course. Current forecasts indicate this would be needed by 2026 or 2027.

**Bicester
South East
Primary**

The large-scale planned housing developments in this area are Graven Hill, which is underway, and the 1,500 home Wretchwick Green. These will in due course generate significant additional pupils in this area.

Pupil numbers at Five Acres Primary School [2200] in Ambrosden are affected by military personal movements at the local garrisons, with approximately a third of pupils being from Service families. This can result in a high degree of pupil movement into and out of the area.

Longfields Primary and Nursery School [2207] was previously expanded to 2 forms of entry to provide replacement town centre school capacity when St Edburg's CE Primary School [3505] relocated to the Kingsmere development.

New schools are planned for both Graven Hill and Wretchwick Green. As is always the case with new schools within housing developments, their timing is dependent on the progress of the host development. The new school for Graven Hill is currently expected to open in 2023. Based on current forecasts the new Wretchwick Green school would not be expected to open until towards the end of the decade.

**Bicester
South West
Primary**

This area of Bicester has seen the most housing growth in recent years, and the Kingsmere housing development has attracted young families, rapidly increasing demand for places at St Edburg's CE Primary School [3505], which relocated here from central Bicester in 2016.

To meet the continued growth of population in the Kingsmere area, St Edburg's CE Primary School has been approved to expand from 2 form entry to 3 form entry. This will be achieved by expanding onto a satellite site, with early years and Key Stage 1 pupils moving to new accommodation, and the current site becoming the Key Stage 2 base. This is due to complete in 2023.

Chesterton CE Primary School [3082] expanded to 1 form entry in 2020.

At this stage, no further expansion of primary school capacity is expected in this area.

**Bicester
Secondary**

Within the town there are two established 11-18 schools, The Bicester School [4011] and The Cooper School [4032], and a new 11-16 school, Whitelands Academy [4017] which opened in 2020. Also in this area is the all-age Heyford Park School [4018] which opened in 2013. Since 2020 the delivery of courses for post-16 pupils at Heyford Park has transferred to Bartholomew School in Eynsham, which is in the same multi-academy trust.

In 2021 The Bicester School fully merged with the adjacent Bicester Technology Studio [4012] which had provided specialist education for the 14-18 age range since 2016. There will continue to be a Technology specialism available at the

school for Year 10 and above, and students can transfer from other schools at this stage.

The increase in pupil numbers already evident in local primary schools will in due course increase secondary pupil numbers. The full impact of the local housing growth in secondary school numbers will not be felt until well beyond the current pupil forecast period.

Although two new schools have already opened in this area to serve housing growth, given the scale of local housing growth, the need for another new school is expected in the longer term, and a site for this school is identified within the North West Bicester development. Based on current forecasts, this school will be needed in the second half of the decade.

In addition, as planned housing numbers at Heyford Park have increased since the school initially opened, that school is expected to need to expand to meet local population growth.

Bicester

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Heyford Park School	Bicester North Villages Primary & Bicester Secondary	4018	All-through	ACA	0	60	32	42	31	34	32	37	48	47	58	62	51	47	0	0	521	840	60	43	47
Brookside Primary School	Bicester South West Primary	2202	Primary	COM	52	45	41	42	44	41	45	44	45	0	0	0	0	0	0	0	302	315	45	36	43
Bure Park Primary School	Bicester North Town Primary	2610	Primary	COM	60	70	67	67	42	56	61	63	60	0	0	0	0	0	0	0	416	480	60	45	48
Charlton-on-Otmoor CE Primary School	Bicester South East Primary	3081	Primary	VC	20	15	8	8	16	11	6	10	7	0	0	0	0	0	0	0	66	105	15	12	12
Chesterton CE Voluntary Aided Primary School	Bicester South West Primary	3082	Primary	VA	0	30	30	24	20	16	21	23	15	0	0	0	0	0	0	0	149	210	30	37	30
Finmere CE Primary School	Bicester North Villages Primary	3090	Primary	ACA	0	7	3	10	11	6	7	8	8	0	0	0	0	0	0	0	53	70	10	4	7

Bicester

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Five Acres Primary School	Bicester South East Primary	2200	Primary	COM	60	60	43	55	43	42	52	42	58	0	0	0	0	0	0	0	335	420	60	48	49
Fringford CE Primary School	Bicester North Villages Primary	3083	Primary	VC	0	15	15	15	15	15	12	16	8	0	0	0	0	0	0	0	96	105	15	19	15
Fritwell CE Primary School	Bicester North Villages Primary	3065	Primary	VC	15	30	21	17	12	23	22	23	12	0	0	0	0	0	0	0	130	180	30	18	19
Gagle Brook Primary School	Bicester North Town Primary	2014	Primary	ACA	52	30	14	20	15	0	0	0	0	0	0	0	0	0	0	0	49	210	30	22	24
Glory Farm Primary School	Bicester North Town Primary	2211	Primary	ACA	52	60	42	35	44	42	60	59	56	0	0	0	0	0	0	0	338	420	60	45	48
King's Meadow Primary School	Bicester South West Primary	2210	Primary	COM	72	60	60	59	50	54	58	61	60	0	0	0	0	0	0	0	402	420	60	57	60
Langford Village Community Primary School	Bicester South East Primary	2608	Primary	COM	52	60	52	56	60	58	53	58	51	0	0	0	0	0	0	0	388	420	60	69	60
Launton CE Primary School	Bicester South East Primary	3085	Primary	VC	20	20	21	15	16	24	8	27	23	0	0	0	0	0	0	0	134	157	20	24	25
Longfields Primary and Nursery School	Bicester South East Primary	2207	Primary	COM	52	60	56	49	52	43	56	54	49	0	0	0	0	0	0	0	359	420	60	43	50
Southwold Primary School	Bicester North Town Primary	2607	Primary	ACA	84	60	39	30	36	34	35	43	43	0	0	0	0	0	0	0	260	420	60	46	48

Bicester

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Bicester				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
St Edburg's CE (VA) School	Bicester South West Primary	3505	Primary	VA	52	60	61	60	60	54	52	49	34	0	0	0	0	0	0	0	370	420	60	81	60
St Mary's Catholic Primary School, Bicester	Bicester South West Primary	3824	Primary	VA	0	45	30	29	26	32	46	33	32	0	0	0	0	0	0	0	228	315	45	18	27
Bicester Technology Studio	Bicester Secondary	4012	Secondary	STU	0	75	0	0	0	0	0	0	0	0	0	0	36	45	0	12	93	310	0	n/a	n/a
The Bicester School	Bicester Secondary	4011	Secondary	ACA	0	240	0	0	0	0	0	0	0	196	275	241	191	161	78	35	1177	1430	240	175	200
The Cooper School	Bicester Secondary	4032	Secondary	ACA	0	220	0	0	0	0	0	0	0	219	224	222	216	218	97	103	1299	1333	220	177	198
Whitelands Academy	Bicester Secondary	4017	Secondary	ACA	0	120	0	0	0	0	0	0	0	110	0	0	0	0	0	0	110	600	120	155	120
Primary/ Nursery Total					643	787	635	633	593	585	626	650	609								4331	5507	780	667	672
Secondary Total						715								572	557	525	494	471	175	150	2944	4093	640	507	518

Area context, issues and strategy: Bloxham

Planning context	<p>This area is affected by the planning policies of Cherwell District Council. This is a very rural area comprising small and medium sized villages, but directly adjoins the large town of Banbury; there is a pattern of movement of pupils out of Banbury into primary and secondary schools in this area.</p>
Bloxham East Primary	<p>The east of the Bloxham area contains a number of larger villages which have been the main focus for local housing development in recent years. Schools in this area also attract pupils from Banbury or the Heyford direction.</p> <p>Christopher Rawlins [3453] expanded by 0.5 form entry from September 2017 to meet the needs of housing growth in Adderbury and the adjacent village of Deddington, not all of which is yet complete. The expansion of neighbouring Hook Norton Primary School (Chipping Norton planning area) provides flexibility given persistent excess demand for places at Bloxham Primary School.</p> <p>These expansions have currently provided sufficient capacity, but intakes are forecast to exceed capacity again by 2026. However, given the proximity of this area to large housing developments south of Banbury, it is expected that the additional school capacity planned for Banbury will prevent shortages occurring in Bloxham villages.</p>
Bloxham West Primary	<p>In the absence of significant local housing development, schools in the western half of the planning area are very dependent on attracting Banbury children. Despite this, the area has surplus school places which are forecast to persist.</p> <p>Sibford Gower Primary School has revised its admission number from 20 to 15 for 2021 onwards.</p>
Bloxham Secondary	<p>The secondary school in the area (The Warriner School) is at capacity, but this is partly due to it being a 1st preference school for out-of-catchment (Banbury) pupils. Despite its current expansion, the school is still over-subscribed.</p> <p>Population growth in Banbury is likely to increase demand for places in the short-term, however expansion of capacity within Banbury should ultimately reduce the pressure on places at The Warriner.</p> <p>The Warriner School [4007] has expanded by 2 forms of entry in two phases (2017 and 2019), largely to meet population growth in Banbury. It previously added a sixth form. The Warriner is explicitly part of the solution for Banbury growth.</p>

Bloxham

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Bishop Carpenter CoE Aided Primary School	Bloxham West Primary	3302	Primary	ACA	0	16	15	11	15	12	13	16	16	0	0	0	0	0	0	0	98	112	16	16	16
Bloxham CoE Primary School	Bloxham East Primary	3064	Primary	VC	0	60	60	58	60	53	57	67	60	0	0	0	0	0	0	0	415	420	60	57	58
Christopher Ravens CoE (VA) Primary School	Bloxham East Primary	3453	Primary	ACA	52	45	36	45	31	37	29	32	32	0	0	0	0	0	0	0	242	315	45	33	38
Deddington CoE Primary School	Bloxham East Primary	3452	Primary	ACA	0	30	30	27	27	31	25	30	34	0	0	0	0	0	0	0	204	210	30	40	31
Dr Radcliffe's CoE Primary School	Bloxham East Primary	3828	Primary	ACA	0	30	19	30	24	30	28	30	30	0	0	0	0	0	0	0	191	210	30	39	31
Hornton Primary School	Bloxham West Primary	2001	Primary	ACA	40	15	7	16	14	8	8	16	8	0	0	0	0	0	0	0	77	105	15	9	10
Shenington CoE Primary School	Bloxham West Primary	5200	Primary	VA	0	15	13	15	11	12	16	17	12	0	0	0	0	0	0	0	96	105	15	11	11
Sibford Gower Endowed Primary School	Bloxham West Primary	3005	Primary	ACA	0	20	12	12	16	17	17	11	19	0	0	0	0	0	0	0	104	140	15	10	10

Bloxham

Bloxham				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Wroxton CoE Primary School	Bloxham West Primary	3004	Primary	ACA	0	15	13	12	11	12	11	11	15	0	0	0	0	0	0	0	85	105	15	8	9
The Warriner School	Bloxham Secondary	4007	Secondary	ACA	0	284	0	0	0	0	0	0	0	280	284	259	253	225	73	66	1440	1580	284	294	284
Primary & Nursery Total					92	246	205	226	209	212	204	230	226								1512	1722	241	223	214
Secondary Total						284								280	284	259	253	225	73	66	1440	1580	284	294	284

Area context, issues and strategy: Burford

Planning context

This area is affected by the planning policies of West Oxfordshire District Council. The Burford planning area is very rural, with mostly small village primary schools, and a large secondary school that serves a wide area. There are no large areas of housing growth in the planning area, although even relatively small-scale housing can have a significant impact in the village context.

This area adjoins the town of Carterton, where there is currently spare capacity, but significant planned housing growth. There are established patterns of pupil movement from Carterton into Burford area schools, which therefore frequently have more pupils than would be expected purely on local population

This area is affected by MoD movements in Carterton, so numbers are volatile, and difficult to forecast.

Burford North Primary

Schools in this area are generally full, and the dip in Reception applications in 2021 is expected to be temporary. Village housing developments are expected to result in rising intakes, and from 2023 in particular there are expected to be very few spare Reception places.

Following a recent development in Burford being approved on appeal, the county council worked with the Oxford Diocese to expand Burford Primary School from an admission number of 15 to one of 20 from September 2020. The school's site would not support further expansion. The site areas of the other schools in this area would also not support expansion.

Burford South Primary

Schools in this area are generally full, and the dip in Reception allocations in 2021 is expected to be temporary; from 2023 in particular there are expected to be very few spare Reception places. In this area Bampton has been the main focus of housing development, but the proximity to Carterton (where there is large-scale housing growth planned) will affect other schools in this area.

In response to housing growth in Bampton, the village primary school [3131] expanded to 1 form entry in 2017. There is the possibility to expand the school further to 1.5fe in the longer term, should the local population continue to grow.

Burford & Carterton Secondary

For the purposes of planning secondary school capacity, Burford and Carterton are considered jointly, given that Burford's catchment area surrounds Carterton.

Across the two schools, demand for places has risen in recent years, and there is forecast to be a low level of spare Year 7 places over the coming years. Burford School [4040] has proved consistently popular, and has reorganised how it uses its accommodation and installed temporary classrooms to increase its capacity to approximately 1,500 places (pending an updated capacity assessment). Carterton Community College [4041] has a previous history of significant spare places, but intakes are showing a rising trend.

It is expected that Carterton Community College will need to expand to meet the significant housing growth in the town. The timescale for this depends on the progress of local housing development, and how quickly this affects secondary school numbers, and expansion may be several years from being required.

Burford

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Bampton CofE Primary School	Burford South Primary	3131	Primary	ACA	30	30	31	22	24	26	26	24	25	0	0	0	0	0	0	0	178	210	30	21	22
Brizer Norton Primary School	Burford South Primary	2250	Primary	ACA	0	20	20	20	20	19	19	17	20	0	0	0	0	0	0	0	135	140	20	30	20
Burford Primary School	Burford North Primary	2251	Primary	ACA	30	20	20	14	12	16	17	12	16	0	0	0	0	0	0	0	107	140	20	18	18
Clanfield CofE Primary School	Burford South Primary	3100	Primary	VC	0	15	14	13	14	16	14	15	16	0	0	0	0	0	0	0	102	105	15	10	10
Leaffield Church of England Primary School	Burford North Primary	3124	Primary	ACA	0	15	15	15	13	14	14	15	15	0	0	0	0	0	0	0	101	105	15	10	11
St Christopher's Church of England School	Burford South Primary	3555	Primary	ACA	0	22	15	20	23	19	19	14	20	0	0	0	0	0	0	0	130	150	22	15	12
St Kenelm's Church of England (VC) School	Burford North Primary	3125	Primary	VC	0	20	20	16	16	13	15	17	15	0	0	0	0	0	0	0	112	140	20	11	13

Burford

Burford				2020/21 (data correct as of May 2021)																			2021/22			
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations	
St Peter's Church of England School, Alvescot	Burford South Primary	3550	Primary	ACA	0	14	14	15	15	15	13	14	12	0	0	0	0	0	0	0	0	98	98	14	13	12
Wychwood Church of England Primary School	Burford North Primary	3257	Primary	VC	0	45	32	48	42	47	44	50	40	0	0	0	0	0	0	0	0	303	315	45	35	36
Burford School	Burford/ Carterton Secondary	4040	Secondary	ACA	0	235	0	0	0	0	0	0	0	246	246	241	271	222	106	109	1441	1500	235	297	235	
Primary/ Nursery Total					60	201	181	183	179	185	181	178	179								1266	1403	201	163	154	
Secondary Total						235								246	246	241	271	222	106	109	1441	1500	235	297	235	

Area context, issues and strategy: Carterton

Planning context

The Carterton planning area is confined to the town of Carterton, but is surrounded by the very rural planning area of Burford. There are established patterns of pupil movement from Carterton into Burford area schools, and Carterton schools therefore frequently have fewer pupils than would be expected purely on local population

This area is strongly affected by MoD movements at the Brize Norton RAF base, so numbers are volatile, and difficult to forecast. The regular turnover of personnel distorts the usual patterns of cohorts moving up through the school years. This pattern of population change may change as more civilian housing development is built in the town.

This area is affected by the planning policies of West Oxfordshire District Council. The Local Plan allocates several large sites for housing development, including 700 homes at East Carterton (underway); 500 homes across the REEMA sites; and 270 across two other strategic sites. Much of the impact on pupil numbers of these developments will be beyond the time period covered by current pupil forecasts.

Carterton Primary

Following a period of growth in primary school intakes, intakes dipped in 2019, since when intakes have been variable. Current forecasts indicate rising demand for Reception places over the next few years.

A site for a new primary school has been secured within the East Carterton strategic housing development. Some of the existing schools also have potential to expand. The timescale for expansion of primary school capacity is kept under review as the local population grows.

Burford & Carterton Secondary

For the purposes of planning secondary school capacity, Burford and Carterton are considered jointly, given that Burford's catchment area surrounds Carterton.

Across the two schools, demand for places has risen in recent years, and there is forecast to be a low level of spare Year 7 places over the coming years. Carterton Community College [4041] has a previous history of significant spare places, but intakes are showing a rising trend. Burford School [4040] has proved consistently popular and is operating at above its formal capacity as approved by the DfE in its academy funding agreement.

It is expected that Carterton Community College will need to expand to meet the significant housing growth in the town. The timescale for this depends on the progress of local housing development, and how quickly this affects secondary school numbers, and expansion may be several years from being required.

Carterton

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Carterton Primary School	Carterton Primary	2252	Primary	COM	78	45	39	42	38	55	34	27	29	0	0	0	0	0	0	0	264	315	45	40	41
Edith Moorhouse Primary School	Carterton Primary	2255	Primary	ACA	78	45	53	37	61	39	43	42	38	0	0	0	0	0	0	0	313	315	45	46	45
Gateway Primary School	Carterton Primary	2254	Primary	COM	0	45	33	38	37	37	37	35	41	0	0	0	0	0	0	0	258	315	45	31	31
St John the Evangelist CE VA Primary School	Carterton Primary	2613	Primary	VA	60	60	60	60	60	57	60	56	56	0	0	0	0	0	0	0	409	420	60	51	55
St Joseph's Catholic Primary School	Carterton Primary	3556	Primary	ACA	20	30	12	4	14	15	17	19	16	0	0	0	0	0	0	0	97	210	30	3	3
Carterton Community College	Burford/ Carterton Secondary	4041	Secondary	COM	0	140	0	0	0	0	0	0	0	116	96	119	86	97	22	27	563	918	140	96	128
Primary/ Nursery Total					236	225	197	181	210	203	191	179	180								1341	1575	225	171	175
Secondary Total						140								116	96	119	86	97	22	27	563	918	140	96	128

Area context, issues and strategy: Chipping Norton

Planning context	<p>This area is affected by the planning policies of West Oxfordshire and Cherwell District Councils. The Chipping Norton planning area comprises the market town of Chipping Norton and its surrounding villages. Significant housing growth is planned for the town.</p> <p>In addition to primary and secondary schools, this area includes a maintained nursery school, The Ace Centre Nursery School [1019].</p>
Chipping Norton North Primary	<p>This area includes the town of Chipping Norton, as well as villages to the north. The town currently has surplus school places, but pupil numbers are forecast to grow as a result of significant planned housing development within Chipping Norton. Based on current forecasts, additional capacity may be required by 2026.</p> <p>Hook Norton Primary School [3044] expanded by 0.5 forms of entry to 1.5 form entry from 2015. This school has a catchment which overlaps that of Bloxham Primary School, and the expansion was partly to address housing development in Bloxham village, which could not be accommodated there.</p> <p>St Mary's CoE Primary School [3858] has reduced its admission number from 60 to 45 for 2021 onwards to better reflect the constraints of its physical accommodation.</p> <p>Further expansion of capacity in the area will be required due to the district's housing plans, including a large strategic development in the town, which is expected to include a new primary school.</p>
Chipping Norton South Primary	<p>This area comprises mostly small villages, where the demand for school can fluctuate significantly. While in recent years there have been some shortages of places at individual schools, and schools are mostly quite full, pupil forecasts indicate some surpluses of capacity may emerge in the coming years.</p>
Chipping Norton Secondary	<p>Intakes to Chipping Norton School are rising, but despite planned housing growth in the area, the forecast increase in demand for places is not expected to exceed the school's capacity. Some pupils from this area attend the Cotswold Academy outside the county (in Cirencester).</p>

Chipping Norton

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
The Ace Centre Nursery School	Chipping Norton Nursery	1019	Nursery	LA nursery school	78	n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a	n/a	n/a
Chadlington CE Primary School	Chipping Norton South Primary	3043	Primary	VC	0	15	15	15	14	15	11	16	14	0	0	0	0	0	0	0	100	105	15	11	11
Chadbury Primary School	Chipping Norton South Primary	2030	Primary	ACA	0	30	29	29	23	24	31	30	25	0	0	0	0	0	0	0	191	210	30	26	26
Enstone Primary School	Chipping Norton South Primary	2103	Primary	COM	0	15	12	13	7	19	16	16	13	0	0	0	0	0	0	0	96	105	15	12	12
Great Rollright CE (A) Primary School	Chipping Norton North Primary	3408	Primary	VA	0	15	15	19	12	15	16	15	12	0	0	0	0	0	0	0	104	105	15	15	14
Great Tew County Primary School	Chipping Norton South Primary	2104	Primary	COM	0	15	14	13	15	15	10	14	12	0	0	0	0	0	0	0	93	102	15	17	15
Holy Trinity Catholic School, Chipping Norton	Chipping Norton North Primary	3420	Primary	ACA	0	30	28	30	30	27	30	30	30	0	0	0	0	0	0	0	205	210	30	14	14

Chipping Norton

Chipping Norton				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Hook Norton CE Primary School	Chipping Norton North Primary	3044	Primary	VC	52	45	34	39	36	37	42	27	26	0	0	0	0	0	0	0	241	315	45	42	42
Kingham Primary School	Chipping Norton North Primary	2106	Primary	COM	52	30	30	25	28	30	30	30	30	0	0	0	0	0	0	0	203	208	30	36	30
Middle Barton Primary School	Chipping Norton South Primary	2151	Primary	ACA	0	25	13	25	20	17	20	22	23	0	0	0	0	0	0	0	140	175	25	11	12
St Mary's CE (A) Primary School, Chipping Norton	Chipping Norton North Primary	3858	Primary	VA	0	60	33	33	28	28	31	47	43	0	0	0	0	0	0	0	243	315	45	22	23
Chipping Norton School	Chipping Norton Secondary	4010	Secondary	ACA	0	240	0	0	0	0	0	0	0	179	154	172	138	140	91	87	961	1462	240	162	170
Primary/ Nursery Total					182	280	223	241	213	227	237	247	228								1616	1850	265	206	199
Secondary Total						240								179	154	172	138	140	91	87	961	1462	240	162	170

Area context, issues and strategy: Cumnor

Planning context

This area is affected by the planning policies of both the Vale of White Horse District Council (VOWH) and Oxford City Council.

This area has a lower concentration of housing growth than many in the county, although there are locally significant developments in Botley, Kennington and also in Southmoor (on the border of this planning area with Faringdon). In addition, schools here will be affected by significant housing growth planned in adjoining areas, in particular:

- to the north of Abingdon;
- in Eynsham, where there has historically been some pupil movement between the catchments of Bartholomew School and Matthew Arnold School;
- Oxford City, given the proximity and easy access to schools in this area.

Cumnor Primary

A number of primary schools in this area have previously increased their capacity and/or admission numbers in response to shortages of places in this area, and permitted housing developments, and for a time spare capacity remained below the county council's target levels.

Additional pressure on places in this area has been caused by a previous shortage of places within Oxford; this is being alleviated as more school capacity is provided within the city, but a siblings legacy remains.

Forecasts now indicate the recent decline in demand is expected to broadly continue. This may result in some surplus capacity.

Cumnor Secondary

Demand has risen sharply in this area, resulting in the need for Matthew Arnold School to expand by 1 form of entry in September 2017, increasing its annual admission number to 210; the necessary building work completed in 2019. Despite this expansion, Matthew Arnold School is at capacity for the 2021 Year 7 intake, with actual allocations above that forecast.

Further expansion of another 1 form of entry may be required in future, but this will be kept under review, in the light of complex interactions between local planning areas, where large scale housing developments and recent or planned new schools will have a changing impact on pupil movements over the coming years.

Cumnor

Cumnor				2020/21 (data correct as of May 2021)																		2021/22			
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Appleton CofE Primary School	Cumnor Primary	3850	Primary	VA	0	28	26	26	22	27	28	26	26	0	0	0	0	0	0	0	181	196	28	25	25
Bottle School	Cumnor Primary	2032	Primary	ACA	80	60	31	44	44	38	52	55	44	0	0	0	0	0	0	0	308	420	60	33	34
Cumnor Church of England School	Cumnor Primary	3223	Primary	VC	0	30	23	30	30	31	30	31	30	0	0	0	0	0	0	0	205	209	30	30	30
North Hinksey CE Primary School	Cumnor Primary	3237	Primary	ACA	0	30	29	30	30	30	30	30	28	0	0	0	0	0	0	0	207	210	30	33	30
St Swithun's CofE Primary School	Cumnor Primary	3258	Primary	VC	52	60	60	58	59	58	60	56	53	0	0	0	0	0	0	0	404	420	60	41	44
West Oxford Community Primary School	Cumnor Primary	2533	Primary	COM	52	30	30	29	30	29	30	27	29	0	0	0	0	0	0	0	204	205	30	28	28
Matthew Arnold School	Cumnor Secondary	4128	Secondary	ACA	0	210	0	0	0	0	0	0	0	210	211	210	211	182	142	132	1298	1250	210	217	210
Primary/ Nursery Total					184	238	199	217	215	213	230	225	210								1509	1660	238	190	191
Secondary Total						210								210	211	210	211	182	142	132	1298	1250	210	217	210

Area context, issues and strategy: DIDCOT

Planning context

This area is affected by the planning policies of both the Vale of White Horse (VOWH) and South Oxfordshire (SODC) District Councils.

Didcot has been a designated growth area since 1979 and has been the main focus for housing growth in South Oxfordshire (and also one of the foci in Vale of White Horse). The next 20 years are due to see 16,000 new homes created in the area. Didcot was granted Garden Town status by the government in 2015 to help plan for this growth. Northern and western extensions to the town are included in the SODC Core Strategy, with a further western extension included in the VOWH Local Plan, which has been recently adopted.

There are also some housing developments within the surrounding villages which, while smaller-scale, will have a significant impact on the local primary schools.

In addition to primary and secondary schools, this area includes a maintained nursery school, Lydalls Nursery [1017].

Didcot North Primary

Didcot is bisected by a major railway line, which hinders movement around the town, and pupils living north of the railway line nearly all choose to attend the two primary schools in this area of the town, All Saints CoE Primary School [3859] and Ladygrove Park Primary School [2609], although in some recent years these schools have been full, resulting in some families having to travel further. In addition, this area includes the small village school of Long Wittenham [3223].

A large extension to Didcot is being built at NE Didcot, and some other housing developments are also planned or proposed for this area.

To meet the needs of the housing growth in this area, the NE Didcot development includes sites for two primary schools and a secondary school. The first primary school is expected to open in 2023 or 2024, and the process to identify an academy sponsor has commenced. The timing of the second primary school will depend on the speed of housing delivery and the consequent population growth.

Didcot South Town Primary

This part of Didcot has seen large-scale housing growth in recent years at the Great Western Park development, with further growth due at the recently permitted Valley Park development, planned to deliver over 4,000 homes. In addition this area covers central Didcot where there are a number of redevelopment proposals.

Great Western Park has particularly attracted young families, and the child population profile is currently heavily weighted towards younger primary and pre-school children. As the population matures, there will be continued growth in demand for primary school places, and then secondary school places. Due to sustained over-subscription at some town schools, some families in this area choose schools in the surrounding villages, including St Blaise CE Primary School [3260] listed in the Abingdon area.

Two new primary schools have already opened in the Great Western Park development: Didcot Primary Academy [2012] in 2016 and Aureus Primary School [2011] in 2018. At least two further schools are expected to be required

in the developments planned as further western extensions to Didcot, but no timescale for this is yet confirmed. Based on current pupil forecasts, the first school would be expected to be required by 2026 or 2027.

Manor School [2597] has reduced their admission number from 75 to 60, and therefore has an operational capacity of 420 rather than the 525 places stated in its funding agreement.

**Didcot
South
Villages
Primary**

Some villages in this area have also seen locally significant scales of housing growth, especially Chilton and Harwell, and some schools in this area have been repeatedly oversubscribed, with particular pressure currently experienced at Harwell, where there has been an accumulation of small-medium developments. These are largely now built, and it is hoped that pressure on school places will soon ease.

Chilton County Primary School [2555] has previously expanded from 1 form entry to 1.5 form entry. An assessment was made of the feasibility of expanding Harwell Primary School [3249], but this identified significant barriers to expansion. As such, no additional capacity is currently planned for this area, but new schools in the Valley Park development will in due course provide additional alternatives for this area.

**Didcot
Secondary**

Following on from the rapid population growth already seen in the local primary schools, demand for secondary places has risen rapidly in recent years in the Didcot area, and is forecast to continue to rise after a temporary lull in 2020/2021.

Until 2017 this area was served by two single sex schools, Didcot Girls' School [4139] and St Birinus School [4139], which effectively serve a wider area as the only single-sex options in the county. These did not have sufficient potential to expand to meet the very significant housing development which is planned and underway, although St Birinus School is increasing its admission number from 180 to 210 in 2022.

The opening of a co-educational school (Aureus School [4004]) in 2017 has created a temporary surplus of capacity, but this will fill as the local population grows and matures. It is also changing patterns of pupil movement, as previously pupils needed to travel to schools outside of Didcot if they wanted to attend a co-educational school. This has complicated the task of forecasting secondary pupil numbers in Didcot schools until the new patterns of movement become established.

In addition to Aureus Secondary School, a University Technical College, UTC Oxfordshire [4008] opened in 2015 providing specialist education to the 14-18 age range.

Another new secondary school is planned for the North East Didcot development; timescales are yet to be confirmed, but current forecasts indicate it may be required by 2026 or 2027.

Didcot

Didcot				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Lydalls Nursery School	Didcot South Town Nursery	1017	Nursery	LA nursery school	136	n/a	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	n/a	n/a	n/a	n/a
All Saints CE (A) Primary School	Didcot North Primary	3859	Primary	VA	52	60	53	55	49	54	59	60	56	0	0	0	0	0	0	0	386	420	60	53	57
Aurea's Primary School	Didcot South Town Primary	2011	Primary	ACA	60	60	60	60	58	23	29	0	0	0	0	0	0	0	0	0	230	420	60	56	60
Blewbury CE Primary School	Didcot South Villages Primary	2031	Primary	ACA	0	25	12	5	21	24	17	23	17	0	0	0	0	0	0	0	119	175	25	9	12
Chilton County Primary School	Didcot South Villages Primary	2555	Primary	COM	26	45	44	42	34	46	40	29	24	0	0	0	0	0	0	0	259	315	45	37	43
Didcot Primary Academy	Didcot South Town Primary	2012	Primary	ACA	52	60	61	60	60	60	60	30	29	0	0	0	0	0	0	0	360	420	60	106	60
Hagbourne CE Primary School	Didcot South Villages Primary	3249	Primary	VC	0	30	30	30	29	30	30	30	30	0	0	0	0	0	0	0	209	204	30	37	30

Didcot

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Harwell Primary School	Didcot South Villages Primary	2563	Primary	COM	0	30	32	30	27	29	30	31	21	0	0	0	0	0	0	0	200	210	30	50	30
Lady Grove Park Primary School	Didcot North Primary	2609	Primary	ACA	26	60	60	59	58	57	59	60	56	0	0	0	0	0	0	0	409	420	60	52	60
Long Wittenham CE Primary School	Didcot North Primary	3233	Primary	VC	0	15	9	15	9	11	11	15	12	0	0	0	0	0	0	0	82	105	15	10	11
Manor Primary School	Didcot South Town Primary	2028	Primary	ACA	0	60	55	30	40	60	59	61	52	0	0	0	0	0	0	0	357	525	60	27	34
Northbourne CE Primary School	Didcot South Town Primary	3852	Primary	ACA	52	45	45	45	44	44	45	45	39	0	0	0	0	0	0	0	307	315	45	45	45
South Moreton Primary School	Didcot South Villages Primary	2566	Primary	ACA	0	25	11	21	19	13	21	25	15	0	0	0	0	0	0	0	125	175	25	23	23
Stephen Freeman Community Primary School	Didcot South Town Primary	2594	Primary	COM	52	60	59	57	52	53	58	60	57	0	0	0	0	0	0	0	396	420	60	41	60

Didcot

Didcot				2020/21 (data correct as of May 2021)																			2021/22			
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations	
Willowcroft Community School	Didcot South Town Primary	3912	Primary	ACA	78	60	59	57	57	59	55	58	52	0	0	0	0	0	0	0	0	397	420	60	48	52
Aureus School	Didcot Secondary	4004	Secondary	ACA	0	240	0	0	0	0	0	0	0	100	169	177	76	0	0	0	0	522	1200	210	97	104
Didcot Girls' School	Didcot Secondary	4139	Secondary	ACA	0	270	0	0	0	0	0	0	0	269	269	297	262	254	107	93	1551	1593	270	304	270	
St Birinus School	Didcot Secondary	4129	Secondary	ACA	0	180	0	0	0	0	0	0	0	172	177	140	135	170	70	51	915	1428	180	184	180	
UTC Oxfordshire	Didcot Secondary	4008	Secondary	UTC	0	150	0	0	0	0	0	0	0	0	0	0	105	98	75	55	333	600	150	n/a	n/a	
Primary/ Nursery Total					534	635	591	566	557	563	573	527	460								3837	4544	635	594	577	
Secondary Total						840								541	615	614	578	522	252	199	3321	4821	810	585	554	

Area context, issues and strategy: Eynsham

Planning context This area is affected by the planning policies of West Oxfordshire District Council. Many villages in this area have seen housing growth in recent years, in some cases of a scale significant to the village. Longer term, there is planned large-scale growth at Eynsham, with a new Garden Village due to be built alongside the village, and a major extension of the village planned to the west.

Eynsham Primary Births in this area have fluctuated in recent years, but there has been a downward trend in the Cassington area, and a distinct upward trend since 2018 in the Hanboroughs and Freeland area, where there is ongoing large-scale housing development. Eynsham town itself had a sharp dip in births in 2014, which is related to current Key Stage 1 numbers being lower than Key Stage 2, but births have since increased, followed in due course by Reception intakes.

Demand for primary school places in this area is forecast to start growing strongly after 2024.

Some village schools in the area have previously expanded due to pressure on places in rural areas: most recently, in 2021, Hanborough Manor Primary School [3147] expanded from 1 form entry to 1.5 form entry, and Stanton Harcourt [3130] expanded from an admission number of 15 to one of 20.

The scale of development in Eynsham town is expected to require two new primary schools, which current forecasts indicate may be needed from 2028 onwards, but this timescale will depend on the progress of the housing development.

Eynsham Secondary Bartholomew School [4054] is consistently popular and oversubscribed. The school has already expanded by one form of entry as the first phase of meeting the need which will be generated by local population growth. As this is ahead of the bulk of the impact from housing growth, in the meantime it has had space to accommodate some non-catchment children. As the local population grows, non-catchment applicants are likely to be displaced back into their local schools. The school is now accommodating post-16 students from Heyford Park School, following that school's movement into the same Trust (see Bicester area).

Bartholomew has previously expanded to the limit the Trust considers compatible with their site area, which comprises a constrained main site and a detached sports pitch. The Garden Village development next to Eynsham will require significant additional capacity, and the Trust has applied to the Regional Schools Commissioner to expand onto a satellite site within the Garden Village, the timing of which will depend on the delivery of the related housing.

Eynsham

Eynsham				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Eynsham Community Primary School	Eynsham Primary	2013	Primary	ACA	26	60	34	30	33	43	56	60	45	0	0	0	0	0	0	0	301	420	60	52	52
Freeland Church of England Primary School	Eynsham Primary	3208	Primary	ACA	0	22	21	17	20	23	23	27	17	0	0	0	0	0	0	0	148	157	22	11	12
Hanborough Manor CofE School	Eynsham Primary	3147	Primary	ACA	0	30	24	31	30	30	29	30	30	0	0	0	0	0	0	0	204	210	45	27	27
St Peter's Church of England Primary School, Eynsham	Eynsham Primary	3651	Primary	ACA	15	15	17	6	14	17	13	15	14	0	0	0	0	0	0	0	96	105	15	14	14
St Andrew's Church of England Primary School	Eynsham Primary	3127	Primary	ACA	26	24	11	15	17	21	15	20	24	0	0	0	0	0	0	0	123	168	24	15	16
Stanton Harcourt CofE Primary School	Eynsham Primary	3130	Primary	ACA	20	15	12	19	10	16	16	16	18	0	0	0	0	0	0	0	107	105	15	11	11
Bartholomew School	Eynsham Secondary	4054	Secondary	ACA	0	210	0	0	0	0	0	0	0	211	209	210	204	210	131	108	1283	1300	210	236	217
Primary/ Nursery Total					87	166	119	118	124	150	152	168	148								979	1165	181	130	132
Secondary Total						210								211	209	210	204	210	131	108	1283	1300	210	236	217

Area context, issues and strategy: Faringdon

Planning context

This area is affected by the planning policies of the Vale of White Horse District Council (VOWH).

This area comprises Faringdon and surrounding villages, where in recent years there have been significant local concentrations of housing growth, which is still continuing.

In addition to housing growth, Shrivenham and Watchfield primary schools and Faringdon Community College have been affected by RAF personnel movements resulting from the closure of RAF Lyneham, with families being rehoused in this area until sufficient accommodation could be provided close to RAF Brize Norton (Carterton planning area). These schools are also subject to high pupil turnover as they serve overseas students at the Defence Academy, on 1-2 year courses, many of whom bring their families with them. As students arrive after initial allocations, it is vital that some spare capacity is maintained at these schools, but this has been increasingly challenging in years when the local population has grown.

Faringdon Primary

Due to local concentrations of housing development, especially in Faringdon, Shrivenham and Kingston Bagpuize with Southmoor, demand for school places is rising.

Within Faringdon town itself, places at the Infant and Junior Schools [2561, 2562] were reduced in recent years due to problems with accommodation, now rectified.

Conversion of the Infant and Junior schools to primary schools was approved by the Regional Schools Commissioner in April 2021. A new school is being built within a large housing development for the Infant School to move into, allowing it to extend its age range to be a primary school; at the same time the Junior School will also become a primary school, increasing the combined capacity from 3 forms of entry to 4 forms of entry. The schools will change their names to Folly View Primary School (on the new site) and The Elms Primary School (on the current junior school site).

John Blandy Primary School [3230] in the village of Kingston Bagpuize with Southmoor expanded from 1 form entry to 1.5 form entry in 2020. Despite this, forecasts indicate continued pressure on school places as a result of local housing development. Some of this pressure can be met through the expansion to 0.5 form entry in 2020 of Longworth Primary School [3234] in an adjoining village. Further expansion of capacity in this area would not be possible without acquiring more school site area.

The county council is working closely with the Faringdon Learning Trust (the multi-academy trust responsible for most schools in this area) to relocate Shrivenham CE Primary School [3239] onto a new site within a housing development, which would enable it to expand from 1 form entry to 1.5 form entry. It is hoped this will be completed in 2023/24. The school is currently on a very constrained site, with no dedicated playing field.

Previous expansion of capacity in this area includes:

- Longcot & Fernham [3232] increased in admission number from 17 to 20 in 2017 using space freed up when a preschool relocated off-site.

- Watchfield [2572] was expanded from 1.5 form entry to 2 form entry, and in addition a 'bulge' class was required in 2017 as demand for places fluctuates due to proximity to the Defence Academy.

Faringdon Secondary

Secondary pupil numbers in this area are rising, and demand is forecast to continue to grow. Despite the expansion of Faringdon Community College it is expected to be over-subscribed, but some of this demand is currently from outside the local area. As the local population grows as a result of housing development, pupils from outside the catchment area will be less able to secure a place at the school, and pressure will be displaced to other schools. Of particular relevance is the planned opening of a new school in the Wantage planning area at Grove Airfield (secondary phase due to open 2024), which will become an alternative choice for some villages which have previously looked towards Faringdon for secondary education.

The school also currently attracts some pupils from Swindon, where there is major housing growth planned, but sufficient additional school capacity will need to be provided in Swindon as the school's capacity is only expected to be sufficient for its local area.

Faringdon Community College opened a new building in September 2018, which enabled the school to expand to 9 form entry in 2019. This capacity is currently partly dependent on temporary accommodation, for which funding is being sought to replace with permanent. The school may potentially increase again to 10 form entry in the longer term, but its site and location may make this difficult.

Faringdon

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Ashbury with Compton Beauchamp CoE (VA) Primary School	Faringdon Primary	3851	Primary	VA	0	15	21	6	9	12	6	14	12	0	0	0	0	0	0	0	80	90	15	7	7
Buckland CE Primary School	Faringdon Primary	3222	Primary	ACA	11	15	16	16	15	18	15	15	12	0	0	0	0	0	0	0	107	105	15	17	15
Faringdon Infant School	Faringdon Primary	2561	Primary	ACA	52	75	75	74	88	0	0	0	0	0	0	0	0	0	0	0	237	270	90	77	60
Faringdon Junior School	Faringdon Primary	2562	Primary	ACA	0	90	0	0	0	82	80	86	89	0	0	0	0	0	0	0	337	360	90	3	17
John Blandy Primary School	Faringdon Primary	3230	Primary	ACA	0	45	44	44	30	27	32	30	32	0	0	0	0	0	0	0	239	315	45	38	38
Longcot and Fernham CE Primary School	Faringdon Primary	3232	Primary	ACA	16	20	20	20	20	21	20	19	19	0	0	0	0	0	0	0	139	140	20	18	20
Longworth Primary School	Faringdon Primary	3234	Primary	VC	0	10	10	13	4	7	11	12	11	0	0	0	0	0	0	0	68	105	15	12	12
Shellingford CE (VA) School	Faringdon Primary	3853	Primary	VA	0	15	15	14	15	15	12	12	15	0	0	0	0	0	0	0	98	105	15	19	15
Shrivenham CE Controlled School	Faringdon Primary	3239	Primary	ACA	0	30	31	25	30	29	20	22	28	0	0	0	0	0	0	0	185	210	30	28	30
Watchfield Primary School	Faringdon Primary	2572	Primary	ACA	26	60	57	46	54	52	57	37	45	0	0	0	0	0	0	0	348	420	60	43	43

Faringdon

Faringdon				2020/21 (data correct as of May 2021)																			2021/22																											
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations																									
																										Faringdon Community College	Faringdon Secondary	4141	Secondary	ACA	0	270	0	0	0	0	0	0	253	262	232	209	230	85	80	1351	1550	270	262	268
																										Primary Nursery Total					105	375	289	258	265	263	247	263								1838	2120	395	262	257
																										Secondary Total						270							253	262	232	209	230	85	80	1351	1550	270	262	268

Area context, issues and strategy: Henley

Planning context

This planning area comprises the market town of Henley and the nearby village of Shiplake. While there is some housing development approved or planned in this area, delivery of house building has been slower than previously projected.

This area is affected by the planning policies of South Oxfordshire District Council, but also adjoins Buckinghamshire and Wokingham.

Henley Primary

Births in this area have been falling overall since 2016, and this, combined with slow housing delivery, has resulted in a forecast of declining demand for primary school places after 2021, and of sustained surplus capacity in this area. However, pupil forecasting in this area has previously been complicated by a pattern of families moving out from London into the existing housing stock, which can increase pupil numbers living in the area faster than would be forecast based on housing growth and births data.

Following several years when there was a shortage of Reception places in Henley, Badgemore Primary School [2513] was expanded. Demand for places in Henley then fell, creating surplus capacity. If the local pupil population does not rise, action may be required to address the surplus places at some schools.

Henley Secondary

The pupil numbers in the cohorts due to transfer over the next few years from local feeder primary schools are forecast to decline, but Gillotts School [4055] attracts from outside its catchment, and in some cases from outside the county, and overall demand is forecast to remain high.

As some pupils currently travel from Reading, Gillotts School may be affected by the planned new secondary school in Reading. There is inevitably uncertainty over the scale of impact that the new school will have but the current forecast is that demand for places will fall slightly after 2023, but that the school will stay close to full capacity.

The school is not expected to expand, but the academy trust has an ambitious planned programme of building works to improve the condition and suitability of its accommodation.

Henley

Henley				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Badgemore Primary School	Henley Primary	2513	Primary	COM	0	30	14	20	7	13	19	12	16	0	0	0	0	0	0	0	101	210	30	20	27
Sacred Heart Catholic Primary School	Henley Primary	3820	Primary	VA	0	30	21	25	19	21	19	21	29	0	0	0	0	0	0	0	155	210	30	16	19
Shiplake CE School	Henley Primary	3810	Primary	VA	0	28	21	15	11	18	26	31	26	0	0	0	0	0	0	0	148	196	28	14	18
Trinity CE Primary School	Henley Primary	3254	Primary	VC	0	45	45	45	44	43	41	43	46	0	0	0	0	0	0	0	307	315	45	59	45
Valley Road School	Henley Primary	2512	Primary	COM	0	30	16	30	29	30	29	30	26	0	0	0	0	0	0	0	190	210	30	35	30
Gillotts School	Henley Secondary	4055	Secondary	ACA	0	180	0	0	0	0	0	0	0	177	200	177	175	164	0	0	893	900	180	223	200
Primary/ Nursery Total					0	163	117	135	110	125	134	137	143								901	1141	163	144	139
Secondary Total						180								177	200	177	175	164	0	0	893	900	180	223	200

Area context, issues and strategy: Kidlington

Planning context

This area is affected by the planning policies of Cherwell District Council.

This area has seen little housing growth in recent years, and at the same time births have been falling; as a result schools have been experiencing falling demand for places. In the Cherwell Local Plan there is now large-scale housing growth allocated for the edges of this area, between the south of Kidlington and north Oxford, and extending into Yarnton and Begbroke (Woodstock planning area). This will have some effect on primary schools in this area and significant effects for the secondary school, but the full effect will not be felt until beyond the time period covered by current pupil forecasts.

Kidlington Primary

There is currently some surplus capacity in schools in this area due to recent lower birth rates. Intakes at some schools have fluctuated significantly year-to-year.

During an earlier period of high demand for school places, Edward Feild Primary School was approved to expand to 2 forms of entry. When the local population dipped, this school reduced its admission number back to 45 temporarily. The expected pupil generation from the housing now planned at South East Kidlington (430 homes) and Stratfield Farm (120 homes) would be accommodated by completing Edward Feild's expansion, which requires further building work.

Kidlington Secondary

This area has seen falling demand for secondary school places in recent years. Gosford Hill School [4060] has been well located to address past pressure on secondary school places in surrounding areas, but the opening in recent years of new secondary schools in Bicester and Oxford has resulted in those areas now having sufficient school places. As a result, the school currently has surplus capacity. The concentration of planned housing growth around Kidlington will in due course significantly increase demand for secondary school places, but this will inevitably take some time, and the impact will not be felt on pupil numbers until beyond the time period covered by current forecasts.

Gosford Hill School has reduced its admission number from 180 to 150 for 2021 onwards, until the local secondary pupil population grows again.

Longer term, the expected pupil generation from the large scale of housing planned across Kidlington, north of Oxford, Yarnton and Begbroke will be met through a combination of increasing pupil numbers at Gosford Hill and new school accommodation, with a secondary school site included within the Begbroke development area. (Expansion of Marlborough School in Woodstock, which currently serves Begbroke, would also be required for Woodstock housing growth in the West Oxfordshire Local Plan). As this and the wider area has a complex pattern of housing growth and school capacity expansion, at this stage the timing and exact scale of necessary school capacity expansion cannot be confirmed, but any new school is unlikely to be required before the end of the decade.

Kidlington

2020/21 (data correct as of May 2021)																										
Allocations	First preference applications	Published admission number	Total capacity	Total pupil numbers	Year 13 pupils	Year 12 pupils	Year 11 pupils	Year 10 pupils	Year 9 pupils	Year 8 pupils	Year 7 pupils	Year 6 pupils	Year 5 pupils	Year 4 pupils	Year 3 pupils	Year 2 pupils	Year 1 pupils	Reception pupils	Published admission number	Nursery places (PTE)	Type of school	Sector	School code	Planning Sub-area	Schools	
7	7	15	105	95	0	0	0	0	0	0	0	12	17	10	17	14	14	11	15	30	ACA	Primary	3655	Kidlington Primary	Dr South's CE Primary School	
39	39	45	375	320	0	0	0	0	0	0	0	47	49	51	41	39	40	53	60	0	COM	Primary	2590	Kidlington Primary	Edward Feild Primary School	
34	32	45	315	299	0	0	0	0	0	0	0	42	38	44	45	41	45	44	45	0	COM	Primary	2357	Kidlington Primary	North Kidlington Primary School	
24	24	30	210	180	0	0	0	0	0	0	0	29	27	23	25	26	27	23	30	60	ACA	Primary	3823	Kidlington Primary	St Thomas More Catholic Primary School	
40	40	60	420	323	0	0	0	0	0	0	0	47	54	45	46	40	54	37	60	60	ACA	Primary	2021	Kidlington Primary	West Kidlington Primary and Nursery School	
133	114	150	1221	794	40	55	160	144	141	152	102	0	0	0	0	0	0	0	180	0	ACA	Secondary	4060	Kidlington Secondary	Gosford Hill School	
144	142	195	1425	1217								177	185	173	174	160	180	168	210	150					Primary/ Nursery Total	
133	114	150	1221	794	40	55	160	144	141	152	102								180						Secondary Total	

Area context, issues and strategy: OXFORD

Planning context

This area is affected by the planning policies of the Oxford City Council. The Local Plan 2016-2036 includes 11,000 new homes dispersed across the city, with the largest concentrations in Barton and Wolvercote. However, so far housing delivery has not been fast enough to outweigh a sustained fall in births across the city.

The scale of housing growth which can be accommodated within the city boundaries does not meet all of Oxford's identified needs. The surrounding districts include further significant housing growth aimed at meeting Oxford's unmet housing need. In Cherwell district and South Oxfordshire, some of these sites adjoin the city boundary and will affect schools in this planning area.

Schools on the edge of the city in surrounding planning areas accommodate some city children, and have been vital in helping to meet the demand for places in recent years, in particular Botley Primary School [3223], West Oxford Primary School [2533] and St Swithun's Primary School [3258] (Cumnor area); and Sandhills Primary School [2401] and village schools in the Wheatley area.

As well as primary, secondary and special schools, Oxford includes four maintained Nursery Schools: Comper Foundation Stage School [1005]; Grandpont Nursery School [1010]; Headington Quarry Nursery School [1006]; and Slade Nursery School [1011].

Oxford Central Primary

Demand for Reception places in this area has fallen in recent years. In addition, there has been a pattern of movement out of the area affecting older cohorts. These trends have combined to result in surplus school capacity. Pupil forecasts do not show growth in this part of Oxford, although due to the concentration of schools in Oxford, changing patterns of parental preference can lead to unforeseen changes in the rolls of individual schools.

In addition to several expansions in in the mid-2010s, further primary capacity was created by using redundant LA office accommodation adjoining St Gregory the Great (secondary) School [4014] to add a primary phase to the school in 2013. This primary school has now split from the secondary phase and become St Frideswide's CE Primary School [2037]. A free school, Tyndale Community School [2008] also opened 2013.

New Hinksey Primary School [3213] has revised its admission number from 28 to 25, and St Francis Church of England Primary School [3253] has revised its admission number from 40 to 30, in both cases for 2022 onwards to better reflect the constraints of their physical accommodation. Further reductions in admission numbers at some schools may be appropriate to provide greater stability until the local population grows again.

Oxford East Primary

Following a period of falling demand for school places in this area, demand is now forecast to grow again, as this area has one of the main concentrations of housing growth in the city. In the meantime, there has been some surplus capacity, which is being managed by Bayards Hill School and New Marston Primary School reducing their admission numbers from 60 to 30 for 2022 onwards. Current forecasts indicate that this will provide sufficient Reception places until 2027, but the situation will be reviewed annually as the impact of local housing development unfolds.

There were numerous school expansions in the period up to 2016, since when there has been sufficient capacity overall. The schools physically capable of permanent expansion have already been expanded.

Barton Park Primary School [2034] opened in 2020 to serve a large new housing development. With an initial intake of 15 children per year, its accommodation will accommodate 45 children per year. The site provides potential for the school to grow to an intake of 60 if required by local population growth.

St Andrew's School [3211] previously took "bulge" classes at the height of the pressure on primary school places in Oxford, which was accommodated by using off-site accommodation for the Reception class, but now intends to return to a constant admission number of 30. When the current bulge class leaves the school, it will return to a capacity of 210 in 2024/25.

There is significant planned housing growth in South Oxfordshire adjoining this area, at Bayswater and Northfield, and planning for school capacity will take into account the potential for existing schools to support this growth.

**Oxford
North
Primary**

There have been some significant fluctuations in demand for school places in this area over recent years, but growth is now forecast due to significant housing development to the north of Oxford, which will not have had its full impact on schools during the current forecast period.

Cotteslowe [2004] and Wolvercote [2534] Schools have both previously been expanded to meet the increase in demand for places in this area. The potential for further expansion of Wolvercote to 2fe has been explored and may require a split site.

Based on the current expected speed of delivery of housing in this area, additional primary school capacity may be required by the end of the decade, but the timing of this will be kept under review as further data becomes available. In the short term there is expected to be some surplus capacity, and it may be appropriate for this to be managed through reduced admission numbers at some schools until the local population grows.

There is significant planned housing growth in the Cherwell district adjoining this area, which is expected to require a new primary school just north of Oxford, as the existing schools are not expected to have any significant scope for meeting the resulting population growth.

**Oxford
South
Primary**

Demand for Reception places in this area has fallen in recent years. In addition, there has been a pattern of movement out of the area affecting older cohorts. These trends have combined to result in surplus school capacity. Pupil forecasts show only gradual growth in this part of Oxford, although this area has experienced high levels of turnover of pupils in the past, and can therefore be difficult to forecast.

Several local schools were expanded in the early-mid 2010s. Since experiencing falling intakes, Windale Primary School [2025] has reduced their PAN from 60 to 30. Further reductions in admission numbers at some schools may be appropriate to provide greater stability until the local population grows again.

There is significant planned housing growth in South Oxfordshire adjoining this area, and planning for school capacity will take into account the potential for existing schools to support this growth.

Oxford Secondary

There has been rising demand for secondary school places in Oxford in recent years, as the population growth which previously created pressure in primary schools ages. Secondary transfers are expected to peak in 2022, after which there will be a lull as the more recent fall in birth rates feeds through. In the longer term, housing growth in and around Oxford will push secondary pupil numbers back up, but this will be beyond the time frame of the current pupil forecast.

Large gaps in popularity between the city's secondary schools have meant that pupils not getting their first preference school have often travelled out of the city, e.g. to Kidlington, Cumnor and Eynsham, but these patterns are changing due to increased availability of places within the city.

To meet the needs of the growing population, Cheney School [4120] has previously expanded by 1fe to a PAN of 270, with capital investment, and Oxford Spires Academy [6907] has increased its admission number from 210 to 220 in its existing accommodation.

The Swan School opened with a 4-form entry intake in temporary accommodation in September 2019, but has now occupied its permanent site and has expanded to take 6 forms of entry from 2021 onwards.

St Gregory the Great School [4014] has reduced its admission number from 210 to 150 for 2022 onwards, following its conversion from an all-through school to a secondary-only school.

Current school capacity is expected to be sufficient for the scale of housing growth within the city's boundaries, but the large-scale growth around the city is expected to require a new secondary school on the outskirts of Oxford.

Oxford

Oxford				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Comper Foundation Stage School	Oxford Central Nursery	1005	Nursery	LA nursery school	78	n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a	n/a	n/a
Grandmont Nursery School	Oxford Central Nursery	1010	Nursery	LA nursery school	140	n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a	n/a	n/a
Headington Quarry Foundation Stage School	Oxford East Nursery	1006	Nursery	LA nursery school	146	n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a	n/a	n/a
Slade Nursery School	Oxford East Nursery	1011	Nursery	LA nursery school	156	n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a	n/a	n/a
Barton Park Primary School	Oxford East Primary	2034	Primary	ACA	n/a	15	14	5	5	0	0	0	0	0	0	0	0	0	0	0	24	315	15	19	15
Bayards Hill School	Oxford East Primary	2015	Primary	ACA	0	60	31	45	39	30	55	54	47	0	0	0	0	0	0	0	301	420	60	22	37
Church Cowley St James CE Primary School	Oxford South Primary	3210	Primary	VC	100	60	60	59	56	53	60	56	59	0	0	0	0	0	0	0	403	420	60	49	50
Cuttleslowe Primary School	Oxford North Primary	2004	Primary	ACA	142	60	35	53	36	42	44	47	45	0	0	0	0	0	0	0	302	420	60	35	37

Oxford

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
East Oxford Primary School	Oxford Central Primary	2525	Primary	COM	52	45	40	35	44	31	36	43	34	0	0	0	0	0	0	0	263	315	45	25	27
John Henry Newman Academy	Oxford South Primary	2000	Primary	ACA	64	60	52	44	41	32	43	43	45	0	0	0	0	0	0	0	300	420	60	30	32
Larkrise Primary School	Oxford Central Primary	2027	Primary	ACA	52	60	50	50	52	55	53	60	58	0	0	0	0	0	0	0	378	420	60	56	59
New Hinksey CE Primary School	Oxford Central Primary	3213	Primary	VC	20	28	18	21	25	17	22	22	17	0	0	0	0	0	0	0	142	175	28	21	23
New Marston Primary School	Oxford East Primary	2020	Primary	ACA	0	60	31	31	43	29	48	61	48	0	0	0	0	0	0	0	291	420	60	28	37
Orchard Meadow Primary School	Oxford South Primary	2024	Primary	ACA	52	60	26	27	37	42	44	42	50	0	0	0	0	0	0	0	268	420	60	30	30
Our Lady's Roman Catholic Primary School	Oxford Central Primary	3836	Primary	ACA	52	45	45	36	38	28	39	44	44	0	0	0	0	0	0	0	274	315	45	35	40
Pegasus School	Oxford South Primary	2593	Primary	ACA	94	60	50	59	60	57	57	58	61	0	0	0	0	0	0	0	402	420	60	47	47
Rose Hill Primary School	Oxford South Primary	2023	Primary	ACA	78	60	33	36	28	42	29	48	41	0	0	0	0	0	0	0	257	420	60	26	27

Oxford

Oxford				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
St Aloysius' Catholic Primary School	Oxford North Primary	3842	Primary	VA	52	30	29	21	21	24	30	21	26	0	0	0	0	0	0	0	172	210	30	17	18
St Andrew's CE Primary School	Oxford East Primary	3211	Primary	VC	0	30	30	30	30	59	31	30	28	0	0	0	0	0	0	0	238	240	30	57	30
St Barnabas' CE (A) Primary School	Oxford North Primary	3832	Primary	VA	24	30	21	19	17	28	27	25	26	0	0	0	0	0	0	0	163	210	30	14	13
St Christopher's CE School	Oxford Central Primary	2010	Primary	ACA	66	60	59	35	46	50	47	57	54	0	0	0	0	0	0	0	348	420	60	29	29
St Ebbe's CE (A) Primary School	Oxford Central Primary	3833	Primary	VA	0	60	49	51	44	49	41	49	46	0	0	0	0	0	0	0	329	419	60	33	35
St Francis CE Primary School	Oxford Central Primary	3253	Primary	VC	52	40	41	24	32	32	35	29	34	0	0	0	0	0	0	0	227	280	40	37	38
St Frideswide CE Primary School	Oxford Central Primary	2037	Primary	ACA	52	60	30	32	27	43	47	55	42	0	0	0	0	0	0	0	276	420	60	27	27
St John Fisher Catholic Primary School	Oxford South Primary	3839	Primary	ACA	52	30	30	30	27	30	28	30	29	0	0	0	0	0	0	0	204	210	30	27	28

Oxford

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
St Joseph's Catholic Primary School, Oxford	Oxford East Primary	3838	Primary	VA	0	60	52	55	60	56	60	59	55	0	0	0	0	0	0	0	397	416	60	54	60
St Mary and John CE Primary School	Oxford Central Primary	3834	Primary	VA	0	60	57	58	60	60	53	60	58	0	0	0	0	0	0	0	406	420	60	59	60
St Michael's CofE Primary School	Oxford East Primary	3216	Primary	VA	0	30	30	26	30	25	29	27	27	0	0	0	0	0	0	0	194	210	30	26	27
St Nicholas' Primary and Nursery School	Oxford East Primary	2352	Primary	COM	72	60	46	49	58	59	59	59	51	0	0	0	0	0	0	0	381	420	60	44	45
St Philip and James' CE (A) Primary School	Oxford North Primary	3835	Primary	VA	0	60	59	58	60	56	53	59	59	0	0	0	0	0	0	0	404	420	60	55	56
Tyndale Community School	Oxford Central Primary	2008	Primary	ACA	0	60	38	50	57	58	51	61	51	0	0	0	0	0	0	0	366	420	60	40	45
Windale Primary School	Oxford South Primary	2025	Primary	ACA	78	30	19	23	28	25	24	42	29	0	0	0	0	0	0	0	190	420	30	21	20
Windmill Primary School	Oxford East Primary	2527	Primary	COM	0	90	88	88	89	90	89	88	87	0	0	0	0	0	0	0	619	630	90	130	90

Oxford

Oxford				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Wolvercote Primary School	Oxford North Primary	2534	Primary	ACA	39	45	44	42	43	45	44	40	43	0	0	0	0	0	0	0	301	315	45	50	45
Wood Farm Primary School	Oxford East Primary	2589	Primary	COM	0	60	59	53	59	57	58	60	55	0	0	0	0	0	0	0	401	420	60	37	52
Cheney School	Oxford Secondary	4120	Secondary	ACA	0	270	0	0	0	0	0	0	0	270	269	270	268	268	120	116	1581	1738	270	230	285
Oxford Spire Academy	Oxford Secondary	6907	Secondary	ACA	0	220	0	0	0	0	0	0	0	221	222	219	214	222	122	111	1331	1350	220	270	220
St Gregory the Great	Oxford Secondary	4014	Secondary	ACA	0	210	0	0	0	0	0	0	0	76	149	73	118	159	57	65	697	1275	210	42	62
The Cherwell School	Oxford Secondary	4116	Secondary	ACA	0	270	0	0	0	0	0	0	0	271	285	284	285	269	378	305	2077	1850	270	357	270
The Oxford Academy	Oxford Secondary	4019	Secondary	ACA	0	210	0	0	0	0	0	0	0	206	206	200	196	152	35	41	1036	1322	210	172	210
The Swan School	Oxford Secondary	4016	Secondary	ACA	0	120	0	0	0	0	0	0	0	116	120	0	0	0	0	0	236	1260	180	154	180
Primary/ Nursery Total					1713	1568	1266	1245	1292	1304	1336	1429	1349								9221	11400	1568	1180	1179
Secondary Total						1300								1160	1251	1046	1081	1070	712	638	6958	8795	1360	1225	1227

Area context, issues and strategy: Sonning Common

Planning context

This rural area comprises a number of small-medium sized villages. Levels of housing growth in this area are generally low.

This area is affected by the planning policies of South Oxfordshire District Council, but also adjoins the border with Reading, across which there is significant cross-border pupil movement, especially in the secondary age range. Changes in school provision in Reading and Wokingham, for example new schools or housing growth, could affect demand for places in this area.

Sonning Common Primary

As is typical with small village schools, intakes can fluctuate significantly from year to year. The level of births has fluctuated in this area, with a relative peak in 2017 which is forecast to increase primary school intakes in 2022. In general, however, there is surplus primary school capacity in this area.

No additional capacity is currently required in this area. The current layout and suitability of Sonning Common Primary School's [2506] accommodation restricts its ability to provide the necessary curriculum spaces in line with its admission number.

Peppard Primary School [3205] has developed a scheme to relocate to a new site, subject to capital funding becoming available.

Sonning Common Secondary

Maiden Erlegh Chiltern Edge [4013] plays a key role in providing secondary school places for families living within the Caversham and Emmer Green area in north Reading and from September 2012 the area of Reading which is north of the River Thames (Caversham) has been in the designated area of Maiden Erlegh. There is a current shortage of secondary school places in the north of Reading, which results in increased allocations of pupils to Maiden Erlegh. Despite this, Maiden Erlegh currently has significant surplus places.

A new secondary school is due to open in Reading in 2023, which will in part serve the north Reading area, and is expected to reduce the need for Reading pupils to travel to Maiden Erlegh. There is inevitably uncertainty over the scale of impact that the new school will have, but it is expected that demand for places at Maiden Erlegh from Reading families could fall significantly.

Sonning Common

Sonning Common				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Kidmore End Church of England Primary School	Sonning Common Primary	3807	Primary	ACA	0	30	29	23	25	25	28	26	26	0	0	0	0	0	0	0	182	210	30	17	18
Peppard Church of England Primary School	Sonning Common Primary	3205	Primary	VC	0	15	7	14	15	16	15	13	14	0	0	0	0	0	0	0	94	105	15	16	15
Sonning Common Primary School	Sonning Common Primary	2506	Primary	COM	0	60	52	46	52	49	52	63	61	0	0	0	0	0	0	0	375	409	60	45	46
Maiden Erlegh Chiltern Edge	Sonning Common Secondary	4013	Secondary	ACA	0	120	0	0	0	0	0	0	0	80	76	61	61	77	0	0	355	980	120	54	113
Primary/ Nursery Total					0	105	88	83	92	90	95	102	101								651	724	105	78	79
Secondary Total						120								80	76	61	61	77	0	0	355	980	120	54	113

Area context, issues and strategy: Thame

Planning context	<p>This area is affected by the planning policies of South Oxfordshire District Council, and also adjoins Buckinghamshire, which has a particular impact on secondary school places. The South Oxfordshire Core Strategy allocates 775 homes to Thame by 2027, sites for which have been allocated in the Thame Neighbourhood Plan which was adopted in 2013. The next Neighbourhood Plan is expected to allocate sites for a further 339 new homes. In addition, the village of Chinnor has seen significant housing growth.</p>
Thame Town Primary	<p>The south of the town has seen the bulk of housing completions so far, and births here have been rising since 2016, although this is partly balanced by slightly falling births across the rest of the town. As a result, primary school pupil numbers have been rising in recent years, and by 2022 the town's primary schools are expected to have little or no spare Reception capacity.</p> <p>GP data indicates that since 2019 births have fallen in the town, which should reduce pressure on primary schools, but this trend needs to be confirmed when the Office for National Statistics releases full 2020 births data.</p> <p>In recent years, to meet planned housing growth, John Hampden Primary School [2591] has been expanded to 2 forms of entry, with Barley Hill Primary School [2462] increasing its intake to 90 in previously built accommodation. It is not thought that the town's schools have potential for further expansion of capacity, and therefore until local population growth subsides, there could be pressure on primary school places.</p>
Thame Villages Primary	<p>The largest village in this area, Chinnor, has seen significant housing growth which has attracted many young families to the village, resulting in a rapid rise in primary school numbers. Births data indicates a peak in births in 2019 which is likely to put particular pressure on school places in due course. GP data indicates that 2020 may have seen fewer births, but this trend needs to be confirmed when the Office for National Statistics releases full 2020 births data.</p> <p>There is forecast to be sustained pressure on places in this area. In 2019, St Andrew's Chinnor [3182] expanded from 1.5 form entry to 2 form entry, since when nearly all spaces have been filled. Mill Lane Community Primary School [2465] is almost mostly full.</p> <p>The small village school of Tetsworth [2456] is exploring options to grow slightly despite a very cramped site.</p>
Thame Secondary	<p>Lord Williams's School operates across a split site, with Key Stage 3 on the lower school site, and Key Stage 4 and the Sixth Form on the upper school site. The school's catchment extends into Buckinghamshire and two Buckinghamshire primary schools are designated as feeders. The catchment also overlaps that of Icknield Community College (Watlington) at Chinnor. In addition, the school attracts non-catchment applicants, especially from Buckinghamshire as an alternative to selective education.</p> <p>Demand for secondary school places in Thame is forecast to continue growing, but some of this will be driven by non-catchment demand.</p>

The Academy is expanding to a permanent annual intake of 350 pupils, and a total capacity of 2,250, subject to approval by the Regional Schools Commissioner.

It is not expected that Lord Williams's would expand further than already planned; given the growth in the catchment population, this is expected to limit the ability of future non-catchment pupils to secure places at the school.

Thame

Thame				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Aston Rowant CE Primary School	Thame Villages Primary	3180	Primary	VC	0	15	15	11	6	15	6	11	6	0	0	0	0	0	0	0	70	105	15	15	14
Barley Hill Primary School	Thame Town Primary	2463	Primary	COM	0	90	66	74	73	59	64	86	84	0	0	0	0	0	0	0	506	630	90	65	78
John Hampden Primary School	Thame Town Primary	2591	Primary	COM	52	60	60	59	60	57	60	60	60	0	0	0	0	0	0	0	416	418	60	76	60
Mill Lane Community Primary School	Thame Villages Primary	2465	Primary	COM	52	30	30	30	31	30	28	30	23	0	0	0	0	0	0	0	202	210	30	36	30
St Andrew's CE Primary School	Thame Villages Primary	3182	Primary	VC	0	60	60	60	54	61	61	60	52	0	0	0	0	0	0	0	408	420	60	50	57
St Joseph's Catholic Primary School, Thame	Thame Town Primary	3826	Primary	ACA	0	30	30	30	30	23	29	29	30	0	0	0	0	0	0	0	201	210	30	28	29
Tetsworth Primary School	Thame Villages Primary	2456	Primary	COM	15	8	12	6	12	8	8	10	6	0	0	0	0	0	0	0	62	56	8	9	9
Lord Williams's School	Thame Secondary	4580	Secondary	ACA	0	350	0	0	0	0	0	0	0	333	321	326	351	319	282	245	2177	2197	350	335	350
Primary/ Nursery Total					119	293	273	270	266	253	256	286	261								1865	2049	293	279	277
Secondary Total						350								333	321	326	351	319	282	245	2177	2197	350	335	350

Area context, issues and strategy: Wallingford

Planning context This planning area comprises the market town of Wallingford and surrounding villages. It affected by the planning policies of South Oxfordshire District Council.

As well as a concentration of housing growth in Wallingford town, there is a locally significant scale of housing underway or planned in Benson, Cholsey and Crowmarsh Gifford.

Wallingford Primary Primary school capacity has been under pressure in this area for several years, requiring a number of school expansions. Demand is forecast to continue to rise due to recent and proposed housing developments.

Within Wallingford town, the county council is working with the Oxford Diocesan Schools Trust to relocate St Nicholas CE Infant School [3244] as part of a major housing development, and extend the age ranges of both this and Fir Tree Junior School [2578] to become full primary schools. The current target completion date for the new school building is 2024.

In the villages, in 2020 Cholsey Primary School [2596] expanded from 1.5 form entry to 2 form entry. Benson CE Primary School [3181] expanded in 2019 from 1 form entry to 1.5 form entry, for which an additional playing field has been secured from an adjoining housing development.

Wallingford Secondary Recent rapid growth in local primary numbers, along with planned/permitted housing growth, has required secondary school expansion. Wallingford School's catchment overlaps that of Icknield Community College in Watlington.

Wallingford School [4140] is expanding in line with local population. The school's admission number increased from 190 to 216 in 2019, and will increase again to 242 on completion of their accommodation in 2022. The school is not expected to be able to expand further, and current forecasts indicate there may be a shortage of places from 2026 onwards. The planned new secondary school in north east Didcot may help address any pressure on places in this area.

Wallingford

Wallingford

				2020/21 (data correct as of May 2021)																		2021/22			
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Bensh CE Primary School	Wallingford Primary	3181	Primary	ACA	32	45	40	43	30	30	30	30	29	0	0	0	0	0	0	0	232	315	45	29	32
Brightwell-Cum-Sotwell CE Primary School	Wallingford Primary	3221	Primary	ACA	0	20	17	25	19	14	17	14	15	0	0	0	0	0	0	0	121	140	30	22	25
Cholsey Primary School	Wallingford Primary	2596	Primary	ACA	0	60	60	40	48	49	35	33	33	0	0	0	0	0	0	0	298	420	60	38	42
Crowmarsh Gifford CE School	Wallingford Primary	3200	Primary	VC	0	30	30	30	30	30	28	29	31	0	0	0	0	0	0	0	208	210	30	33	30
Fir Tree Junior School	Wallingford Primary	2578	Primary	ACA	0	60	0	0	0	56	56	47	47	0	0	0	0	0	0	0	206	240	60	n/a	n/a
St John's Primary School	Wallingford Primary	2567	Primary	ACA	0	30	30	30	28	30	30	24	27	0	0	0	0	0	0	0	199	210	30	43	29
St Laurence CE (A) School	Wallingford Primary	3760	Primary	VA	0	15	15	15	15	15	10	16	7	0	0	0	0	0	0	0	93	105	15	11	13

Wallingford

Wallingford				2020/21 (data correct as of May 2021)																				2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations	
St Nicholas' CE Infants' School and Nursery Class	Wallingford Primary	3244	Primary	ACA	21	60	60	52	56	0	0	0	0	0	0	0	0	0	0	0	168	180	60	42	48	
Wallingford School	Wallingford Secondary	4140	Secondary	ACA	0	216	0	0	0	0	0	0	0	218	226	195	205	193	150	122	1309	1322	216	210	207	
Primary/ Nursery Total					53	320	252	235	226	224	206	193	189								1525	1820	330	218	219	
Secondary Total						216								218	226	195	205	193	150	122	1309	1322	216	210	207	

Area context, issues and strategy: Wantage

Planning context	<p>This area is affected by the planning policies of Vale of White Horse District Council. The Wantage planning area comprises the market town of Wantage in the south, the large and rapidly growing village of Grove in the north, and the smaller villages surrounding both. It has been, and continues to be, a major focus for housing growth in the area, with large developments at Grove Airfield, north of Grove, and NE of Wantage, as well as smaller developments which collectively are having a significant impact on schools.</p>
Wantage North Primary	<p>Demand for primary school places is forecast to grow rapidly in this area due to large scale housing growth around Grove, as well as smaller but locally significant developments at East and West Hanney to the north and Stanford in the Vale to the east. To meet this growth a mixture of new and expand primary schools are required.</p> <p>The Grove Airfield development is intended to total 2,500 homes; an all-through primary and secondary “free school”, to be called the St John’s Academy, has been approved for this development, provisionally due to open in 2023 for the primary phase and 2024 for the secondary phase. The primary phase will have 2 forms of entry; a second primary school is also planned within the development, but current forecasts indicate this will not be needed until the end of the decade, although this may change based on the speed of delivery of new housing.</p> <p>Grove CE Primary School [3228] has previously expanded from 0.5 form entry to 1 form entry; to expand further additional site area was required, and this has now been secured via a Section 106 legal agreement relating to the adjacent Monks Farm housing development. This provides sufficient site area for the school to expand to 2 forms of entry as required by local population growth.</p> <p>Stanford in the Vale Primary School [3240] is expected to have insufficient capacity to meet the needs of local housing growth, but its constrained site has complicated expansion planning, and acquisition of additional land is required.</p> <p>St James, East Hanney [3225] has previously expanded from 0.5 form entry to 1 form entry, and is not expected to expand further.</p>
Wantage South Primary	<p>Demand for primary school places is forecast to grow rapidly in this area due to large scale housing growth centred on Wantage.</p> <p>A new school opened in 2020 in NE Wantage. Wantage Primary Academy [2033] within the Kingsgrove housing development. Operating in the first instance at 1 form entry, this will grow to 2 forms of entry in line with local population growth.</p> <p>The county council is working with the Vale Academy Trust on a capital project to provide additional accommodation at St Nicholas CE Primary School in East Challow.</p> <p>Other schools in this area have constrained sites which would make them difficult to expand if there were to be local population growth.</p>
Wantage Secondary	<p>There is currently one large secondary school in this area, King Alfred’s Academy [4142]. This was previously split across three sites but following a</p>

major ESFA/S106-funded site development programme it now operates across two sites. There needs to be a full review of capacity as a result, and it is expected that the new capacity will be approximately 1,740 places, in line with an admission number of 290.

As a result of the large-scale housing growth in this area, demand for secondary school places is forecast to grow rapidly over the coming years. In the short term this has been moderated by a new secondary school in Didcot, to the east, and expansion of Faringdon Community College, to the west, as these provide alternative options for villages in between these towns. As both Faringdon and Didcot are also major areas of growth, over time they will be less able to absorb pressure from the wantage area.

To give local residents confidence that they would be able to secure a place at King Alfred's, in recent years the academy has been operating with an artificially high admission number. In the longer term the new all-through school at Grove Airfield will provide the necessary additional capacity. In the first instance, the new school's secondary phase will be 4 forms of entry, allowing King Alfred's to return to an admission number of 290. The new school is expected to need to expand to meet the full scale of local housing growth, but this is not currently expected to be required until towards the end of the decade.

The new school and King Alfred's will both be operated by the same multi-academy trust. The new school is not currently expected to include a sixth form, with post-16 provision instead being provided at King Alfred's.

Wantage

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Wantage				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Charlton Primary School	Wantage South Primary	2573	Primary	ACA	0	60	59	60	60	60	60	59	60	0	0	0	0	0	0	0	418	420	60	42	47
Grove CE School	Wantage North Primary	3228	Primary	ACA	0	30	23	30	21	30	31	34	27	0	0	0	0	0	0	0	196	210	30	29	30
Millbrook Primary School	Wantage North Primary	2016	Primary	ACA	52	60	56	56	58	62	46	60	56	0	0	0	0	0	0	0	394	420	60	52	55
St Amand's Catholic Primary School	Wantage South Primary	3855	Primary	VA	0	28	18	11	12	23	16	28	17	0	0	0	0	0	0	0	125	150	28	11	13
St James CE Primary School, Hanney	Wantage North Primary	3225	Primary	ACA	24	30	24	29	30	25	19	32	13	0	0	0	0	0	0	0	172	210	30	25	25
St Nicholas CofE Primary School	Wantage South Primary	3224	Primary	ACA	13	15	15	11	16	15	8	17	5	0	0	0	0	0	0	0	87	105	15	15	15
Stanford In the Vale CofE Primary School	Wantage North Primary	3240	Primary	VC	0	30	30	30	30	30	27	30	28	0	0	0	0	0	0	0	205	210	30	22	24
Stockham Primary School	Wantage South Primary	2583	Primary	COM	0	30	29	30	29	30	30	30	30	0	0	0	0	0	0	0	208	210	30	48	30

Wantage

Wantage				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
The Hendreds CE School	Wantage South Primary	3250	Primary	ACA	0	18	22	18	20	19	21	25	19	0	0	0	0	0	0	0	144	126	18	20	17
The Ridgeway CE (C) Primary School	Wantage South Primary	3231	Primary	VC	0	14	15	14	13	13	13	14	12	0	0	0	0	0	0	0	94	105	14	9	11
Uffington CE Primary School	Wantage North Primary	3251	Primary	VC	15	15	15	13	17	10	15	13	15	0	0	0	0	0	0	0	98	105	15	15	15
Wantage CE Primary School	Wantage South Primary	3246	Primary	ACA	60	60	50	60	59	60	58	59	60	0	0	0	0	0	0	0	406	420	60	45	49
Wantage Primary Academy	Wantage South Primary	2033	Primary	ACA	60	25	20	6	6	0	0	0	0	0	0	0	0	0	0	0	32	420	30	27	30
King Alfred's	Wantage Secondary	4142	Secondary	ACA	0	390	0	0	0	0	0	0	0	239	260	249	261	283	197	152	1641	2205	390	268	291
Primary/ Nursery Total					224	415	376	368	371	377	344	401	342								2579	3111	420	360	361
Secondary Total						390								239	260	249	261	283	197	152	1641	2205	390	268	291

Area context, issues and strategy: Watlington

Planning context

This rural planning area comprises the small town of Watlington and a number of small-medium villages. There have been some locally-significant housing developments approved or planned in this area, especially at Watlington (sites for 238 homes identified in the Neighbourhood Plan) and Chalgrove (sites for 320 homes identified in the Neighbourhood Plan).

The large village of Chinnor lies between Watlington and Thame. For school planning purposes Chinnor is included in the Thame planning area, but the village lies in the overlapping catchment areas of Icknield Community College in Watlington and Lord Williams's School in Thame. Chinnor has seen significant housing growth, not all of which is yet complete.

The area also includes the RAF base at Benson, which means there can be high turnover and unpredictability of pupil numbers. Although this can mean there are sometimes space places at RAF Benson School, these cannot be considered available to meet growth pressures from outside the base, as the school needs to retain the ability to respond to short-notice influxes of families. As the school is within the secure boundary of the RAF base, this makes it more difficult for non-military families to attend the school.

This area is affected by the planning policies of South Oxfordshire District Council, whose Local Plan includes a strategic development site for 3,000 homes at Chalgrove Airfield.

Watlington Primary

As is common in small village schools, intakes can vary significantly from year to year, although schools in this area have generally been more stable than many villages.

Births in this area have been falling overall since 2015, although there was a sharp increase in 2018, followed by another dip in 2019. As a result, there has been some surplus capacity, but pupil numbers are forecast to start rising after 2021 as a result of the locally significant scale of housing growth. A shortage of Reception places is forecast from 2025 onwards, based on current admission numbers.

Watlington Primary School reduced its admission number for 45 to 30 in 2021 to manage the dip in local population. The housing growth in the village is expected to result in a need for this admission number to soon go back up again, but the timing of this will depend on the speed of delivery of new housing.

An initial options appraisal of the potential for Chalgrove Primary School to expand indicated that it would be challenging to do so, due to the school's site constraints. A local dip in births has reduced the urgency of expansion, which forecasts now indicate would not be needed until 2026. A decision on whether to proceed with expansion is on hold pending further clarity about the Chalgrove Airfield development.

The strategic redevelopment of Chalgrove Airfield would be expected to require two new primary schools. The timing and size of these will depend on whether Chalgrove Primary School expands in the meantime, as well as on the progress of the Airfield development.

**Watlington
Secondary**

Icknield Community College in Watlington serves not only the schools in this planning area, but also those in Chinnor, which lies in an overlap of catchment areas with Lord Williams's School in Thame. Icknield has experienced rapid growth in pupil numbers in recent years, exceeding its previous capacity in 2019. Pupil numbers are forecast to continue to grow, but the speed and scale of growth will depend on the progress of local housing growth, especially that planned at Chalgrove Airfield.

To meet the needs of local housing growth, Icknield Community College was approved by the Regional Schools Commissioner in 2021 to expand from its previous capacity of 700 places to 850 places. In the first instance this is being achieved using temporary accommodation, until there is further clarity over the Chalgrove Airfield development. This has enabled the school to increase its admission number from 140 to 170 for 2021 onwards.

The school's current site area is under the recommended size for an 850-place school, and an additional playing field area is being sought as part of legal agreements with an adjoining housing development.

In the longer term, if the Chalgrove Airfield development progresses, the intention is to relocate Icknield Community College to the Chalgrove Airfield site, which would enable it to expand further, including adding a sixth form, and also resolve condition and suitability issues relating to its current accommodation. The expected size of the school in that case would be 1,500 places. The "in principle" approval of the Regional Schools Commissioner, on behalf of the Secretary of State, has already been granted for this, subject to the relocation being fully funded.

If the Chalgrove Airfield development does not make progress, a permanent accommodation solution for Icknield Community College on its current site would be required.

Watlington

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Chelgrove Community Primary School	Watlington Primary	2452	Primary	ACA	26	30	21	29	30	27	25	26	27	0	0	0	0	0	0	0	185	210	30	26	25
Ewelme CofE Primary School	Watlington Primary	3752	Primary	VA	0	13	14	14	14	12	11	11	10	0	0	0	0	0	0	0	86	90	13	20	14
Lewknor CE Primary School	Watlington Primary	3184	Primary	VC	0	15	15	9	15	11	12	12	11	0	0	0	0	0	0	0	85	90	15	9	8
RAF Benson Community Primary School	Watlington Primary	2450	Primary	COM	0	45	32	30	28	33	31	20	17	0	0	0	0	0	0	0	191	240	45	24	23
Stadhampton Primary School	Watlington Primary	2455	Primary	ACA	0	15	15	3	14	12	14	14	13	0	0	0	0	0	0	0	85	105	15	10	10
Watlington Primary School	Watlington Primary	2459	Primary	ACA	60	45	28	32	30	19	32	38	38	0	0	0	0	0	0	0	217	315	30	22	23
Icknield Community College	Watlington Secondary	4082	Secondary	ACA	0	140	0	0	0	0	0	0	0	142	151	138	158	137	0	0	726	700	170	146	167
Primary/ Nursery Total					86	163	125	117	131	114	125	121	116								849	1050	148	111	103
Secondary Total						140								142	151	138	158	137	0	0	726	700	170	146	167

Area context, issues and strategy: Wheatley

Planning context

This rural planning area comprises a number of small-medium villages, and also extends to the outskirts of Oxford at Sandhills. As such, the area is affected by not only the planning policies of South Oxfordshire District Council, but also some pupil movement into or out of Oxford.

Significant housing growth is expected in Wheatley, largely through the redevelopment of the former Oxford Brookes University campus, but there is no significant housing growth in other parts of this area.

In addition, this area has experienced falling births in recent years.

In addition to primary and secondary schools, this area includes a maintained nursery school, Wheatley Nursery School [1031].

Wheatley Primary

As is common in small village schools, intakes can vary significantly from year to year. The combination of falling births and lack of housing growth has resulted in falling primary school intakes in recent years, and there is currently surplus primary school capacity in this area. This is forecast to be sustained, even after pupil numbers start to grow again, which is currently expected to be from 2024 onwards.

Wheatley CE Primary School [2009] shares a site with Wheatley Nursery School and the primary phase of John Watson (special) School.

Wheatley CE Primary School was previously expanded to 2 forms of entry, and as a result is expected to have sufficient capacity to meet the needs of the currently planned scale of housing growth in Wheatley.

Sandhills Community Primary School [2022] has previously varied its admission number between 30 and 60 in order to respond to pressure on school places, in particular emerging from Oxford. Now that Oxford city has sufficient primary school places, the need for Sandhills to admit higher intakes has been removed.

Given the expectation of sustained surplus capacity, reductions in admission numbers at some schools may be appropriate to provide greater stability until the local population grows again.

Wheatley Secondary

Wheatley Park School [4077] has a funding agreement capacity of 1,350, which is greater than required for its current admission number of 180. It has previously operated with an admission number of 210. It is likely that the school will be oversubscribed for the 2022 intake, as this corresponds to the peak cohort in primary schools. After that, the school's current admission number of 180 is expected to be sufficient for the period covered by current pupil forecasts.

Based on current forecasts, there is no current need for this school to expand.

Wheatley

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Wheatley Nursery School	Wheatley Nursery	1031	Nursery	LA Nursery School	80	n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a	n/a	n/a
Beckley CE Primary School	Wheatley Primary	3256	Primary	ACA	0	20	15	9	20	16	15	18	11	0	0	0	0	0	0	0	104	157	20	11	14
Garsington CE Primary School	Wheatley Primary	3167	Primary	ACA	0	30	26	30	29	26	31	31	27	0	0	0	0	0	0	0	200	210	30	37	30
Great Milton CE Primary School	Wheatley Primary	3187	Primary	VC	0	30	27	16	31	23	22	25	24	0	0	0	0	0	0	0	168	210	30	19	22
Horspath CE Primary School	Wheatley Primary	3161	Primary	ACA	0	20	17	20	19	20	22	15	24	0	0	0	0	0	0	0	137	140	20	24	24
Little Milton CE Primary School	Wheatley Primary	3755	Primary	VA	12	14	11	7	6	4	7	4	6	0	0	0	0	0	0	0	45	91	14	4	5
Marsh Baldon CofE Primary School	Wheatley Primary	3188	Primary	VC	0	12	8	17	9	9	8	12	4	0	0	0	0	0	0	0	67	84	12	11	11

Wheatley

Wheatley				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Sandhills Community Primary School	Wheatley Primary	2022	Primary	ACA	0	30	27	30	43	42	51	53	29	0	0	0	0	0	0	0	275	330	30	30	30
Wheatley CE Primary School	Wheatley Primary	2009	Primary	ACA	0	60	43	39	25	36	23	51	34	0	0	0	0	0	0	0	251	420	60	35	35
Wheatley Park School	Wheatley Secondary	4077	Secondary	ACA	0	180	0	0	0	0	0	0	0	179	181	181	183	163	122	83	1092	1350	180	185	180
Primary Nursery Total					92	216	174	168	182	176	179	209	159								1247	1642	216	171	171
Secondary Total						180								179	181	181	183	163	122	83	1092	1350	180	185	180

Area context, issues and strategy: Witney

Planning context	<p>This area comprises the large market town of Witney and schools in surrounding villages. It is affected by the planning policies of West Oxfordshire District Council, and has long been the main focus for housing growth in the district. One large housing development (1,000 homes at West Witney) is underway, along with a number of smaller developments. The Local Plan allocates two further strategic development sites at East Witney (450 homes) and North Witney (1,400 homes). The delivery of these sites will extend well beyond the time period covered by current pupil forecasts.</p>
Witney North Primary	<p>Previous pressure on school places in the North Witney area has eased, and forecasts indicate that demand is expected to continue to fall until planned large-scale housing development in the area starts generating additional pupils in the second half of this decade.</p> <p>This area includes the planned 1,400 home development in NE Witney, where a new school is expected to be required. The timescale for this is not yet known.</p> <p>In the meantime, Madley Brook Primary School [2002] has reduced its annual intake from 45 to 30 to better reflect the changing local population profile.</p>
Witney South Primary	<p>This area has seen the bulk of Witney housing growth in recent years, and pupil numbers are forecast to grow over the coming years.</p> <p>Schools in this area include St Mary's Church of England Controlled Infant School [3207] which only covers the younger ages; at Year 3 pupils transfer to a primary school, in most cases going to The Batt Church of England Voluntary Aided Primary School [3605] which is therefore 1 form entry at Reception and Key Stage 1, and 2 form entry at Key Stage 2.</p> <p>West Witney Primary School [2601] was previously expanded from 1.5 form entry to 2 form entry to meet the need for places ahead of a new school opening in the large housing development on the west of Witney. That school, Windrush CE Primary School [2038], opened September 2021, built to accommodate 1.5 form entry in the first instance (accepting 1fe initially) but with site area sufficient for 2 form entry should this be required to meet local population growth. Due to slower than expected population growth, this area has some short-term surplus capacity, but this will reduce as the new housing is fully occupied.</p>
Witney Secondary	<p>Secondary pupil numbers in Witney are on a rising trend, and this will continue as the population moving into new housing matures. In the short term, demand for Year 7 places is forecast to peak in 2023, when there could be a shortage of places based on the school's current admission numbers. After that there is expected to be a temporary dip in local population before it rises again in the second half of the decade. However, the adjoining secondary school planning areas of Burford and Eynsham are forecast to be over-subscribed, which may result in greater pressure on places in Witney being sustained.</p> <p>A site for a potential new secondary school has been protected within the large development to the west of Witney. Based on the latest data, it is now expected that the local need for school places can be met through expansion of the existing schools' capacity, rather than requiring a new school.</p>

Witney

				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Aston and Cote CoE Primary School	Witney South Primary	3120	Primary	VC	0	25	22	29	22	31	23	18	15	0	0	0	0	0	0	0	160	175	25	30	27
Ducklington Primary School	Witney South Primary	3122	Primary	VC	105	30	24	29	27	30	32	32	28	0	0	0	0	0	0	0	202	208	30	21	21
Finstock CE Primary School	Witney North Primary	3040	Primary	ACA	20	15	5	5	8	3	11	2	11	0	0	0	0	0	0	0	45	105	15	4	4
Hailey CE Primary School	Witney North Primary	3123	Primary	VC	30	15	10	12	15	14	16	15	12	0	0	0	0	0	0	0	94	105	15	20	15
Malley Brook Community Primary School	Witney North Primary	2002	Primary	ACA	48	45	33	31	43	41	45	41	46	0	0	0	0	0	0	0	280	315	30	33	30
North Leigh CE (C) School	Witney North Primary	3128	Primary	ACA	0	30	26	25	27	29	29	27	23	0	0	0	0	0	0	0	186	210	30	19	20
Our Lady of Lourdes Catholic Primary School, Witney	Witney South Primary	3822	Primary	ACA	0	30	27	22	22	29	27	28	25	0	0	0	0	0	0	0	180	210	30	26	28
Queen Emma's Primary School	Witney South Primary	2304	Primary	ACA	0	45	34	30	22	25	40	29	42	0	0	0	0	0	0	0	222	315	45	9	12
St Mary's CE Controlled Infant School	Witney South Primary	3207	Primary	ACA	0	30	28	30	27	0	0	0	0	0	0	0	0	0	0	0	85	90	30	19	23
The Batt CE (VA) Primary School*	Witney South Primary	3605	Primary	ACA	0	30	27	30	29	58	58	60	56	0	0	0	0	0	0	0	318	316	30	39	30
The Blake CE Primary School	Witney North Primary	3600	Primary	ACA	0	60	45	35	46	59	64	55	61	0	0	0	0	0	0	0	365	420	60	48	48

Witney

Witney				2020/21 (data correct as of May 2021)																			2021/22			
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations	
Tower Hill Community Primary School	Witney South Primary	2303	Primary	ACA	84	30	30	29	19	28	29	30	23	0	0	0	0	0	0	0	0	188	210	30	25	25
West Witney Primary School	Witney South Primary	2601	Primary	COM	30	60	60	59	59	54	60	46	42	0	0	0	0	0	0	0	0	380	420	60	50	48
Windrush CoE Primary School	Witney South Primary	2038	Primary	ACA	0	NEW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	315	30	29	29	
Witney Community Primary School	Witney North Primary	2302	Primary	ACA	33	30	24	30	27	26	29	28	32	0	0	0	0	0	0	0	0	196	210	30	16	20
The Henry Box School	Witney Secondary	4050	Secondary	ACA	0	240	0	0	0	0	0	0	0	178	168	193	156	197	102	93	1087	1469	240	147	175	
Wood Green School	Witney Secondary	4052	Secondary	ACA	0	210	0	0	0	0	0	0	0	213	233	207	170	181	102	77	1183	1335	210	217	210	
Primary/ Nursery Total					350	475	395	396	393	427	463	411	416								2901	3624	490	388	380	
Secondary Total						450								391	401	400	326	378	204	170	2270	2804	450	364	385	

*Up to 30 additional children are admitted into Year 3 of The Batt CE (VA) Primary School each year to accommodate transfer from St Mary's CE Infants School

Area context, issues and strategy: Woodcote

Planning context

This rural planning area comprises a number of small-medium sized villages which in most cases have seen only low levels of housing growth. The village of Goring is the main focus of growth with the Neighbourhood Plan allocating sites for approximately 94 new homes.

This area is affected by the planning policies of South Oxfordshire District Council, but also adjoins West Berkshire and Reading.

Woodcote Primary

As is common in small village schools, intakes can vary significantly from year to year. Births in this area have been falling steadily since 2014, which has resulted in falling primary school intakes. As a result, there is currently surplus capacity. There has been some increase in births since 2017 in the southern part of this planning area – Goring, Whitchurch and Woodcote - and Reception intakes are forecast to grow slowly after 2024, but spare places in the area as a whole are forecast to be sustained.

However, this area in the past has grown faster than forecasts based on housebuilding and births alone, as it can attract families moving out from London. Careful monitoring of pupil numbers is therefore necessary.

Based on current pupil forecasts, there is no need for additional capacity in this area.

Woodcote Secondary

Langtree School is consistently oversubscribed and is operating above its funding agreement capacity of 591, with 621 pupils on roll in 2021.

The academy has identified the need for another classroom to ease strain on its accommodation, and is developing a capital project to address this.

Although the school is over-subscribed, there are spare places at schools in the wider area, and given the lack of forecast population growth, there is no current evidence that the school needs to expand further.

Woodcote

Woodcote				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Checkendon CE (A) Primary School	Woodcote Primary	3801	Primary	VA	0	15	5	7	5	8	14	9	10	0	0	0	0	0	0	0	58	105	15	14	14
Goring CE Primary School	Woodcote Primary	3803	Primary	VA	0	30	23	24	24	25	29	30	27	0	0	0	0	0	0	0	182	210	30	14	14
Nettlebed Community School	Woodcote Primary	2504	Primary	COM	0	20	15	25	20	21	12	18	15	0	0	0	0	0	0	0	126	140	20	18	20
South Stoke Primary School	Woodcote Primary	2507	Primary	COM	0	7	8	4	3	5	7	7	7	0	0	0	0	0	0	0	41	52	7	4	4
Stoke Row CofE Primary School	Woodcote Primary	3206	Primary	VA	0	15	15	9	14	11	10	16	10	0	0	0	0	0	0	0	85	105	15	15	13
Whitchurch Primary School	Woodcote Primary	2208	Primary	COM	0	20	19	21	20	18	20	21	16	0	0	0	0	0	0	0	135	140	20	20	20
Woodcote Primary School	Woodcote Primary	2510	Primary	COM	0	30	18	27	22	24	28	22	30	0	0	0	0	0	0	0	171	210	30	26	25
Langtree School	Woodcote Secondary	4094	Secondary	ACA	0	120	0	0	0	0	0	0	0	120	144	118	119	120	0	0	621	591	120	142	120
Primary/ Nursery Total					0	137	103	117	108	112	120	123	115								798	962	137	111	110
Secondary Total						120								120	144	118	119	120	0	0	621	591	120	142	120

Area context, issues and strategy: Woodstock

Planning context

This area is affected by the planning policies of West Oxfordshire District Council and Cherwell District Council.

The area comprises the town of Woodstock, where there is housing growth planned in the West Oxfordshire Local Plan, some of which is already underway, and the surrounding villages, which have generally seen low levels of housing growth in recent years.

In the Cherwell Local Plan there is now large-scale housing growth allocated for the south of this area, at Yarnton and Begbroke.

Woodstock Primary

Primary school intakes in many village schools have fluctuated – across the area as a whole there has been slight growth, but not evenly distributed. There is currently surplus capacity in some schools in this area, while others are at or close to full capacity. The main areas of housing growth now planned are at Woodstock, Yarnton and Begbroke.

Woodstock CE Primary School [3145] has previously been expanded to 1.5 form entry, and a project has now started to further expand it to 2 forms of entry to meet the housing growth underway and planned for Woodstock town. The target date for expansion is 2023. One of the planned housing developments also lies in the catchment area for Wootton-by-Woodstock CE Primary School, which currently has surplus capacity.

To meet the needs of an earlier housing development, William Fletcher Primary School [2354] in Yarnton was expanded to 1.5 form entry. Intakes at the school have since fluctuated as the housing development matured. The Cherwell Local Plan allocates a site for 540 new homes just north of the school site; to meet the school capacity needs which will be generated by this, William Fletcher will need to expand to 2 forms of entry, and additional site area for the school to enable this is identified in the Local Plan.

The scale of growth planned at Begbroke will require one or two new primary schools. The timing and order of delivery of the new school(s) and the expansion of William Fletcher will depend on how the associated housing developments progress, and current pupil forecasts indicate that additional capacity will start to be required in the second half of this decade.

Bladon CE Primary School [3146] has previously seen small-scale expansion to be able to accommodate housing growth in the village, but is on a very constrained site and is not thought able to expand further.

Bletchington Parochial CE Primary School [3141] relocated to a new site in order to expand in 2015. Intakes have fluctuated, as is common in small village schools, but there is some housing development still underway in the village which should increase the local pupil population.

Stonesfield Primary School [2353] is reducing its admission number from 30 to 20 for 2022 onwards, to better reflect the constraints of its accommodation and local levels of demand.

Woodstock Secondary

The Marlborough School [4560] has been consistently popular and has very little spare capacity. A particularly large pupil cohort in the local primary schools is

due to transfer to secondary school in 2022, after which demand for secondary school places is expected to return to more usual levels, before the local housing development generates longer term growth.

As well as the housing developments in Woodstock town, the school also serves the Begbroke and Yarnton areas where there is larger scale housing included in the Cherwell Local Plan.

Marlborough CE School is working with the county council to plan a one-form expansion. In the first instance the academy will take a "bulge" class in 2022 to meet a spike in demand, ahead of developing plans for a more permanent expansion, which is subject to consultation and approval from the Regional Schools Commissioner and will require additional accommodation. The timing of this permanent expansion is not yet confirmed.

This expansion is related to the housing growth in the town, as set out in the West Oxfordshire Local Plan. It is not expected to be able to also meet the scale of growth in the Cherwell Local Plan at Yarnton and Begbroke (as well as between Kidlington and north Oxford). This will be met through a combination of increasing pupil numbers at Gosford Hill and new school accommodation, with a secondary school site included within the Begbroke development area. As this and the wider area has a complex pattern of housing growth and school capacity expansion, at this stage the timing and exact scale of the new provision at Begbroke cannot be confirmed, but it is unlikely to be required before the end of the decade.

Woodstock

2020/21 (data correct as of May 2021)																							2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Bladon CE Primary School	Woodstock Primary	3146	Primary	VC	0	14	14	13	16	15	15	14	14	0	0	0	0	0	0	0	101	98	14	10	10
Blanchington Parochial CE Primary School	Woodstock Primary	3141	Primary	VA	30	15	13	13	15	11	9	13	14	0	0	0	0	0	0	0	88	105	15	7	7
Compton CE Primary School	Woodstock Primary	3142	Primary	VC	0	15	15	16	17	17	17	17	14	0	0	0	0	0	0	0	113	105	15	18	17
Kirtlington CE Primary School	Woodstock Primary	3500	Primary	VA	0	15	13	15	5	10	6	14	7	0	0	0	0	0	0	0	70	105	15	15	15
Stonesfield Primary School	Woodstock Primary	2353	Primary	COM	0	30	11	16	14	15	15	17	12	0	0	0	0	0	0	0	100	140	30	13	13
Tackley CE Primary School	Woodstock Primary	3144	Primary	ACA	0	15	18	6	15	13	12	14	13	0	0	0	0	0	0	0	91	105	15	7	7
William Fletcher Primary School	Woodstock Primary	2354	Primary	COM	0	45	41	32	48	36	31	42	40	0	0	0	0	0	0	0	270	315	30	32	33
Woodstock CE Primary School	Woodstock Primary	3145	Primary	VC	52	45	45	45	41	45	45	44	44	0	0	0	0	0	0	0	309	315	45	43	44

Woodstock

Woodstock				2020/21 (data correct as of May 2021)																			2021/22		
Schools	Planning Sub-area	School code	Sector	Type of school	Nursery places (PTE)	Published admission number	Reception pupils	Year 1 pupils	Year 2 pupils	Year 3 pupils	Year 4 pupils	Year 5 pupils	Year 6 pupils	Year 7 pupils	Year 8 pupils	Year 9 pupils	Year 10 pupils	Year 11 pupils	Year 12 pupils	Year 13 pupils	Total pupil numbers	Total capacity	Published admission number	First preference applications	Allocations
Wotton-By-Woodstock CE Primary School	Woodstock Primary	3657	Primary	ACA	0	10	2	2	3	3	6	7	6	0	0	0	0	0	0	0	29	70	10	3	3
The Marlborough CE School	Woodstock Secondary	4560	Secondary	ACA	0	180	0	0	0	0	0	0	0	182	179	178	180	179	85	58	1041	1138	180	192	180
Primary/ Nursery Total					82	204	172	158	174	165	156	182	164								1171	1358	189	148	149
Secondary Total						180								182	179	178	180	179	85	58	1041	1138	180	192	180

6. SPECIAL EDUCATION PROVISION

Special Education & Disabilities Provision (SEND) is provided through a mixture of special schools and specialist resource provision units for children with a specific need, e.g. hearing impairment or autism, based on the sites of the mainstream schools. In addition to the maintained schools shown, a number of Further Education colleges and independent providers supply additional capacity.

Despite expansions of SEND capacity in recent years, demand for special school places has grown faster than supply, resulting in increasing dependence on the independent and non-maintained special school sector. Planning is now underway to significantly expand Oxfordshire's maintained provision for SEND, to not only keep up with population growth, but also ensure the High Needs budget is used more effectively to better meet the needs of children with Special Educational Needs & Disabilities.

Categories of SEND

ASD	Autistic Spectrum Disorder
HI	Hearing Impairment
MLD	Moderate Learning Difficulty
MSI	Multi-Sensory Impairment
PD	Physical Disability
PMLD	Profound and Multiple Learning Difficulty
SEMH	Social, Emotional and Mental Health. This category replaced Behavioural, Emotional and Social Difficulty (BESD) in 2015.
SLCN	Speech, language and Communication Needs
SLD	Severe Learning Difficulty
SPLD	Specific Learning Difficulty (e.g. dyslexia, dyspraxia, attention deficit-hyperactivity disorder, dyscalculia and dysgraphia)
VI	Visual Impairment

A SEND Sufficiency Strategy was approved by the County Council Cabinet in December 2018, and is available online at www.oxfordshire.gov.uk. The Strategy includes four strands:

1. Ensure that all early years providers and mainstream schools support an inclusive approach to education.
2. Develop the network of resource base provision across the county, setting up new resource bases in existing schools and incorporating them within new mainstream schools where appropriate.
3. Continuing the programme of expanding the county's special schools.
4. New schools: open two new special schools focused on social, emotional and mental health needs and Autism, one in north Oxfordshire (Bloxham Grove) and one in southern Oxfordshire, and rebuild Northfield school (now renamed as Orion Academy, the rebuild of which completed in 2021).

This strategy has already resulted in significant expansion of special education capacity, with further projects underway or planned. Work is underway to update this Strategy.

The following pages set out the current and confirmed future special education provision in Oxfordshire's maintained school sector.

Special schools							
Code	Name	Location	Type of school	Age range	Details	Funded places 2021/22	Capacity by 2025 including confirmed expansions
Special schools open in 2021							
7029	Bardwell School	Bicester	ACA	All age	Community special school - SLD / PMLD; expansion project completed October 2021.	94	103
7030	Bishopswood School	Sonning Common & Henley	COM	All age	Community special school - SLD / PMLD - split across three sites, colocated with Valley Road Primary School; Sonning Common Primary School; Maiden Erlegh Chiltern Edge (secondary) School. Feasibility study underway into replacement of some accommodation and expansion.	72	72
7003	Endeavour Academy, Oxford	Oxford	ACA	KS2-KS5	Special school - ASD / SLD	32	32
7027	Fitzwaryn School	Wantage	ACA	KS2-KS5	Community special school - SLD / PMLD / complex MLD	112	112
7010	Frank Wise School	Banbury	COM	All age	Community special school - SLD / PMLD	116.8	116.8
7011	John Watson School	Wheatley	COM	All age	Community special school - SLD / PMLD; split across two sites co-located with Wheatley CE Primary School/ Wheatley Nursery School and Wheatley Park (secondary) School. Expansion project underway, due to complete 2022.	93	107
7000	Kingfisher School	Abingdon	ACA	All age	Community special school - SLD / PMLD; expansion project in development, due to complete 2023.	102	118
7020	Mabel Prichard School	Oxford	ACA	All age	Community special school - SLD / PMLD; split across two sites, colocated with Orchard Meadow Primary School and Oxford Academy.	106	110
5950	Northern House Academy	Oxford	ACA	Primary	Special school - SEMH	86	86
7004	Orion Academy	Oxford	ACA	Secondary	Special school - SEMH - completely rebuilt in 2021 and growing to new capacity. 2021 funded places includes 90 at the main school and 12 at the Orion Satellite (which is due to close once Bloxham Grove opens).	102	108
7012	Springfield School	Witney	ACA	All age (no 6th form)	Community special school - SLD / PMLD; split across two sites, colocated with Madley Brook Primary School and Wood Green (secondary) School.	110	110
7018	The Iffley Academy	Oxford	ACA	KS3-KS5	Special school - ASD / SEMH / complex MLD - has increased places offered temporarily ahead of Bloxham Grove School opening. Completely rebuilt in 2020.	175	175
7002	Woodeaton Manor School	Woodeaton, nr Oxford	FT	KS2-KS5	Special school - SEMH	86	86
Planned new special schools confirmed as at 2021							
NEW	Bloxham Grove	Bloxham	ACA	KS2-KS5	Special school - ASD / SEMH - due to open in 2023. In the meantime, Orion School is operating a satellite provision of 12 places (shown within Orion School's funded places).	0	100
NEW	Special School serving Southern Oxfordshire	TBC	ACA	KS2-KS5	Special school - ASD/SEMH - approved in principle by the DfE; timescale dependent on site availability for building.	0	100
Total Places						1286.8	1535.8

SEND Resource Bases							
Code	Name	Location	Type of school	Age range	Details	Funded places 2021/22	Eventual size currently planned
Resources bases open in 2021							
4127	Fitzharrys School	Abingdon	ACA	Secondary	Resource base - C&I	12	12
4125	Larkmead School	Abingdon	ACA	Secondary	Resource base - HI	8	8
4580	Lord Williams's School	Thame	ACA	Secondary	Resource base - C&I	20	20
2020	New Marston Primary School	Oxford	ACA	Primary	Resource base - HI	8	8
3182	St Andrew's Church of England Primary School	Chinnor, nr Thame	VC	Primary	Resource base - C&I	10	10
2352	St Nicholas' Primary and Nursery School	Oxford	COM	Primary	Resource base - C&I	15	15
4116	The Cherwell School	Oxford	ACA	Secondary	Resource base - C&I (20 places); HI (10 places)	30	30
4560	The Marlborough Church of England School	Woodstock	ACA	Secondary	Resource base - C&I, PD	24	24
4007	The Warriner School	Bloxham	ACA	Secondary	Resource base - C&I	12	12
4017	Whitelands Academy	Bicester	ACA	Secondary	Resource base - SEMH	2	8
4052	Wood Green School	Witney	ACA	Secondary	Resource base - MLD; academy developing proposal to expand resource base places to 30	22	22
Planned new resource bases confirmed as at 2021							
2011	Aureus Primary School	Didcot	ACA	Primary	Planned resource base - SEMH - negotiations in progress - earliest opening date 2022	0	8
2034	Barton Park Primary School	Oxford	ACA	Primary	Planned resource base - SEMH - negotiations in progress - earliest opening date 2023	0	6
2036	Cherry Fields Primary School	Banbury	ACA	Primary	Planned resource base - C&I - negotiations in progress - earliest opening date 2023	0	6
2561	Faringdon Infant School - to become Folly View Primary School in September 2022	Faringdon	ACA	Primary	Planned resource base - C&I - negotiations in progress - earliest opening date 2023	0	8
2014	Gagle Brook Primary School	Bicester	ACA	Primary	Approved resource base - C&I/SEMH - opening 2022	0	12
2607	Southwold Primary School	Bicester	ACA	Primary	Approved resource base - C&I/SEMH - opening 2022	0	12
NEW	St John's Academy	Grove, nr Wantage	ACA	All age	Planned resource base - SEMH / ASD - as part of new school due to open 2023 (primary) and 2024 (secondary)	0	60
2038	Windrush CoE Primary School	Witney	ACA	Primary	Planned resource base - C&I/ASD - due to open 2024	0	8
Total Places						163	289

In addition to the special schools and resource bases shown above, there are two further specialist establishments:

Meadowbrook College is an Alternative Provision (AP) academy that delivers Oxfordshire's Pupil Referral Unit and Reintegration Service. The school is funded by the DfE for 106 full-time places. These are offered as a mixture of short-term and longer term, and full-time or part-time, provision. Numbers therefore fluctuate throughout the year. The school is located across three sites in Oxfordshire: Banbury, Oxford and Abingdon.

The Oxfordshire Hospital School, based across a number of settings throughout the county, provides education for children & young people aged 4-19 who are unable to attend their home school due to a wide range of medical and mental health needs. Students may access education through the hospital school for varied periods of time.

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Treasury Management Strategy Statement & Annual Investment Strategy for 2022/23

Executive Summary

1. The Treasury Management Strategy & Annual Investment Strategy for 2022/23 outlines the Council's strategic objectives in terms of its debt and investment management for the financial year 2022/23.
2. The forecast average cash balance for 2022/23 is £442m. The Council will maintain the investment in strategic pooled funds with a purchase value of £101m (23%), with the remaining £341m (77%) being managed internally with a mixture of short, medium and long-term deposits.
3. The Bank of England Base Rate is forecast to increase to 0.25% before the start of the financial year and rise again to 0.50% during the financial year.
4. UK Government Gilt yields are forecast to rise from 1.30% to 1.90% over the medium term.
5. Changes to the Treasury Management Strategy will be recommended to Council to be delegated to the Director of Finance in consultation with the Leader of the Council and Cabinet Member for Finance

Changes from 2021/22 Strategy

6. The long term lending limits are proposed to change as follows:

	From	To
2022/23	£185m	£205m
2023/24	£185m	£175m
2024/25	£185m	£165m
2025/26	£185m	£165m
2026/27	n/a	£165m

7. The introduction of a "Liability Benchmark" in paragraph 51 as set out in the updated Prudential Code for Capital Finance in Local Authorities that was issued on 20 December 2021.

Background

8. The Local Government Act 2003 and supporting regulations require the Council to 'have regard to' the Prudential Code and to set Prudential Indicators for the next three years to ensure that the Council's capital investment plans are affordable, prudent and sustainable.
9. The Act requires the Council to set out its treasury strategy for borrowing and to prepare an Annual Investment Strategy (as required by Investment Guidance issued subsequent to the Act). The Annual Investment Strategy sets out the

Council's policies for managing its investments and for giving priority to the security and liquidity of those investments.

10. Treasury management is defined as: "The management of the organisation's borrowing, investments and cash flows, including its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks."
11. The proposed strategy for 2022/23 is based upon the views of the Council's Treasury Management Strategy Team (TMST)¹, informed by market forecasts provided by the Council's treasury advisor, Link Treasury Services.
12. It is proposed that any further changes required to the Annual Treasury Management Strategy & Annual Investment Strategy, continue to be delegated to the Director of Finance in consultation with the Leader of the Council and Cabinet Member for Finance.

Treasury Limits for 2022/23 to 2025/26

13. The Authorised Borrowing Limit requires the Council to ensure that total capital investment remains within sustainable limits and that the impact upon future council tax levels is 'acceptable'.
14. The capital investment relevant to this indicator to be considered for inclusion incorporates financing by both external borrowing and other forms of liability, such as credit arrangements. The Authorised Limit is to be set, on a rolling basis, for the forthcoming financial year and two successive financial years.

Forecast Treasury Portfolio Position

15. The Council's treasury forecast portfolio position for the 2022/23 financial year comprises:

	Principal £m	Average Rate %
Opening External Debt Balance		
PWLB	263.383	4.533
LOBO	45.000	3.943
Money Market Loans	5.000	3.950
TOTAL EXTERNAL DEBT	335.383	
2022/23 Average Cash Balance		
Average In-House Cash	340.630	
Average Externally Managed	101.006	
TOTAL INVESTMENTS	442.230	

16. The average forecast cash balance for 2022/23 is comprised of the following:

¹Comprising the Director of Finance, Service Manager (Pensions), Head of Financial Strategy and Treasury Manager.

	Average Balance £m
Earmarked Reserves	84.150
Capital and Developer Contributions	270.300
General Balances	30.900
Cashflow and Working Capital Adjustments	141.900
Internal Borrowing	-99.444
Provisions and Deferred Income	13.424
TOTAL	442.230

Treasury Management Advisors

17. Link Treasury Services Ltd provide treasury management advice to the Council.

Prospects for Interest Rates

Economic Forecast – Provided by Link Treasury Services Ltd (10 November 2021)

18. Link provided the following forecasts on 8 November 2021. These are forecasts for certainty rates, gilt yields plus 80 bps.

Link Group Interest Rate View 8.11.21														
	Dec-21	Mar-22	Jun-22	Sep-22	Dec-22	Mar-23	Jun-23	Sep-23	Dec-23	Mar-24	Jun-24	Sep-24	Dec-24	Mar-25
BANK RATE	0.25	0.25	0.50	0.50	0.50	0.75	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.25
3 month ave earnings	0.30	0.40	0.50	0.50	0.50	0.60	0.80	0.90	1.00	1.00	1.00	1.00	1.00	1.00
6 month ave earnings	0.40	0.50	0.60	0.60	0.70	0.80	0.90	1.00	1.10	1.10	1.10	1.10	1.10	1.10
12 month ave earnings	0.50	0.60	0.70	0.70	0.80	0.90	1.00	1.10	1.20	1.20	1.20	1.20	1.20	1.20
5 yr PWLB	1.50	1.50	1.60	1.60	1.70	1.70	1.70	1.80	1.80	1.80	1.90	1.90	2.00	2.00
10 yr PWLB	1.80	1.90	1.90	2.00	2.00	2.10	2.10	2.20	2.20	2.20	2.30	2.30	2.30	2.40
25 yr PWLB	2.10	2.20	2.30	2.40	2.40	2.40	2.50	2.50	2.60	2.60	2.60	2.60	2.70	2.70
50 yr PWLB	1.90	2.00	2.10	2.20	2.20	2.20	2.30	2.30	2.40	2.40	2.40	2.40	2.50	2.50

Additional notes by Link on this forecast table: -

- *LIBOR and LIBID rates will cease from the end of 2021. Work is currently progressing to replace LIBOR with a rate based on SONIA (Sterling Overnight Index Average). In the meantime, our forecasts are based on expected average earnings by local authorities for 3 to 12 months.*
- *Our forecasts for average earnings are averages i.e., rates offered by individual banks may differ significantly from these averages, reflecting their different needs for borrowing short term cash at any one point in time.*

19. The coronavirus outbreak has done huge economic damage to the UK and to economies around the world. After the Bank of England took emergency action in March 2020 to cut Bank Rate to 0.10%, it left Bank Rate unchanged at its subsequent meetings.

20. As shown in the forecast table above, the forecast for Bank Rate now includes five increases, one in December 2021 to 0.25%, then quarter 2 of 2022 to 0.50%,

quarter 1 of 2023 to 0.75%, quarter 1 of 2024 to 1.00% and, finally, one in quarter 1 of 2025 to 1.25%.

21. Link views the following as risks to the economic forecast:

- **Labour and supply shortages** prove more enduring and disruptive and depress economic activity.
- **Mutations** of the virus render current vaccines ineffective, and development of vaccines to combat these mutations takes time, resulting in further national lockdowns or severe regional restrictions.
- **The Monetary Policy Committee** raises the Bank Rate to quickly or too far over the next three years and causes UK economic growth, and increases in inflation, to be weaker than we currently anticipate.
- **UK / EU trade arrangements** – complications or lack of co-operation in resolving significant remaining issues could cause a major impact on trade flows and financial services.
- **Longer term US treasury yields** rise strongly and pull gilt yields up higher than forecast
- **Major stock markets** e.g., in the US, become increasingly judged as being over-valued and susceptible to major price corrections. Central banks become increasingly exposed to the “moral hazard” risks of having to buy shares and corporate bonds to reduce the impact of major financial market selloffs on the general economy
- **Geopolitical risks**, for example in Iran, North Korea, but also in Europe and Middle Eastern countries; on-going global power influence struggles between Russia/China/US. These could lead to increasing safe-haven flows

Forecast for Bank Rate

22. It is not expected that Bank Rate will increase quickly after the initial rate rise as the underlying supply potential of the economy is not likely to have taken a major hit during the pandemic: it should, therefore, be able to cope well with meeting demand after supply shortages subside over the next year, without causing inflation to remain elevated in the medium-term, or to inhibit inflation from falling back towards the Monetary Policy Committee’s 2% target after the spike up to around 5% in 2022. The forecast includes five increases in Bank Rate over the three-year forecast period to March 2025, ending at 1.25%.

Forecasts for PWLB rates and gilt and treasury yields

23. As the interest forecast table for PWLB certainty rates above shows, there is likely to be a steady rise over the forecast period, with some degree of uplift due to rising treasury yields in the US

Treasury Management Strategy Team's View

24. The Council's TMST, taking into account the advice from Link Treasury Services, market implications and the current economic outlook, have determined the rates to be included in the Strategic Measures budget for 2022/23 and over the medium term. TMST forecast a rise to 0.25% before the start of the financial year, another rise to 0.50% during the financial year. Another rise to 0.75% is forecast during 2023/24.
25. The TMST team has agreed that based on the current portfolio of deposits and market rates, the target in-house rate of return as set out below. These rates have been incorporated into the strategic measures budget estimates:
- 2022/23 0.35%
 - 2023/24 0.75%
 - 2024/25 -2026/27 1.00%

Borrowing Strategy

26. Borrowing rates are forecast to be between 1.40 – 2.60% in the short to medium term. Whilst there will be a “cost of carry²” associated with the long-term borrowing compared to temporary investment, it is smaller compared to recent years.
27. The external borrowing of the Council is set to fall well below the Capital Financing Requirement due to increased capital expenditure and £88m of debt repayments by 2027/28.
28. The Council needs to borrow to finance prudential schemes. The Council's Capital Programme Financing Principles applies capital grants, developer contributions, capital receipts and revenue contributions to fund capital expenditure before using prudential borrowing.
29. Financing the Council's borrowing requirement internally would reduce the cost of carry in the short term but there is a risk that the internal borrowing would need to be refinanced with external borrowing at a time when PWLB (or its successor) and market rates exceed those currently available.
30. The Council's TMST have agreed that they should maintain the option to fund new or replacement borrowing through internal borrowing. Internal borrowing will have the effect of reducing some of the “cost of carry” of funding. Internal borrowing will also be used to finance prudential schemes. The limit of internal borrowing will be combined with the long term lending limit, and will not exceed £300m.
31. The TMST will monitor the borrowing rates during the 2022/23 financial year. If changes in interest rate forecasts mean the policy to borrow internally is no longer

² The difference between the interest payable on borrowing on debt and the interest receivable from investing surplus cash.

in the short term or long-term interests of the Council, the TMST may take out new or replacement borrowing to give the Council certain of cost over the long term, and to reduce Interest Rate Risk and Refinancing Risk in the short to medium term. Any borrowing will be reported to Cabinet.

32. As the Accountable Body for OxLEP Ltd, the Council will be required to prudentially borrow £41m on their behalf for project funding from 2021/22 onwards. The borrowing will be included in the Council's overall borrowing requirement, using internal or external borrowing as appropriate. The loans will be repaid through the retained business rates of the Enterprise Zone 1.
33. If the PWLB offer any further lending rounds of the Local Infrastructure Rate, it is likely to be at a discounted interest rate of gilts + 60 basis points. The borrowing on behalf of OxLEP may be eligible as the schemes are all major infrastructure schemes.
34. The Council's chief objective when borrowing money is to strike an appropriate balance between securing low interest costs and achieving cost certainty over the period for which funds are required. The flexibility to renegotiate loans should the Authority's long-term plans change is a secondary objective.
35. The approved sources of long-term and short-term borrowing are:
 - Public Works Loan Board and any successor body
 - UK local authorities
 - any institution approved for investments (see below)
 - any other bank or building society authorised by the Prudential Regulation Authority to operate in the UK
 - UK public and private sector pension funds
 - capital market bond investors
 - special purpose companies created to enable joint local authority bond issues.

Borrowing for the Capital Financing Requirement

36. The Council's Capital Financing Requirement (CFR) represents the Council's underlying need to finance capital expenditure by borrowing. The Council's CFR is currently forecast to increase over the medium-term financial plan. This is a result of the requirement to borrow on behalf of the OxLEP discussed in paragraph 32 and increased investment in the Council's Capital Programme, and the previously agreed infrastructure investment.
37. The Council's external debt is also forecast to increase over the medium-term financial plan as new external borrowing required for OxLEP projects and the infrastructure investment is forecast to exceed the rate at which existing long term debt is repaid upon maturity.

Borrowing Instruments

38. The main source of borrowing for the Council is the PWLB. The borrowing rate from the PWLB is directly linked to UK Government Gilt yield. There are three rates offered by the PWLB; the standard rate, the certainty rate and local infrastructure rate, which are 100, 80 and 60 basis points over gilts, respectively.
39. The Council will apply to qualify for the certainty rate each year. If the PWLB announce further infrastructure rate programmes, the Council will apply for it if appropriate.
40. The TMST forecast for available rates from the PWLB over the medium term are as follows:
 - 1.50 – 2.70% for the Certainty rate
 - 1.30 – 2.50% for the Infrastructure rate
41. The Council has historically set a maximum limit of 20% of the debt portfolio to be borrowed in the form of Lender's Option Borrower's Option (LOBOs). It is recommended that this remain as the limit for 2022/23. As at 30 November 2021 LOBOs represent 14.4% of the total external debt.
42. The Council has five £5m LOBO's with call options in 2022/23, three of which have two call options in year, whilst two have a single call option in year. At each call date, the lender may choose to exercise their option to change the interest rate payable on the loan. If the lender chooses to do so, the Council will evaluate alternative financing options before deciding whether or not to exercise the borrower's option to repay the loan or to accept the new rate offered. It is likely that if the rate is changed the debt will be repaid. The TMST will explore early repayment of LOBO's if there were to arise and where there is a financial benefit to do so.
43. Other sources of funding be available to the Council include the money market, other Local Authorities and the Municipal Bond Fund. The TMST will consider all available funding sources when entering into any new borrowing arrangements.
44. As at November 2021, the average borrowing rate across the whole portfolio taking account all of the sources of funding was 4.44%. The rate for new debt is estimated at 1.9%. If the council takes out new debt at that rate it will reduce the average borrowing rate across the portfolio.

Link Treasury Services View on borrowing rates

45. Link Treasury Services have forecast gilt yields and borrowing rates over the medium term to be as follows:

Duration	Gilt Yield %	PWLB Infrastructure Rate %	PWLB Certainty Rate %
50 year	1.10 – 1.70	1.70 – 2.30	1.90 – 2.50
25 year	1.30 – 1.90	1.90 – 2.50	2.10 – 2.70
10 year	1.00 – 1.69	1.60 – 2.20	1.80 – 2.40
5 year	0.70 – 1.20	1.30 – 1.80	1.50 – 2.00

Treasury Management Prudential Indicators for Debt

Gross and Net Debt

46. This indicator is intended to identify where an authority may be borrowing in advance of need.

Upper Limit of net debt:	2020/21	2022/23	2022/23	2023/24	2024/25
Net Debt / Gross Debt	70%	70%	70%	70%	70%

Upper and lower limits to maturity structure of fixed rate borrowing

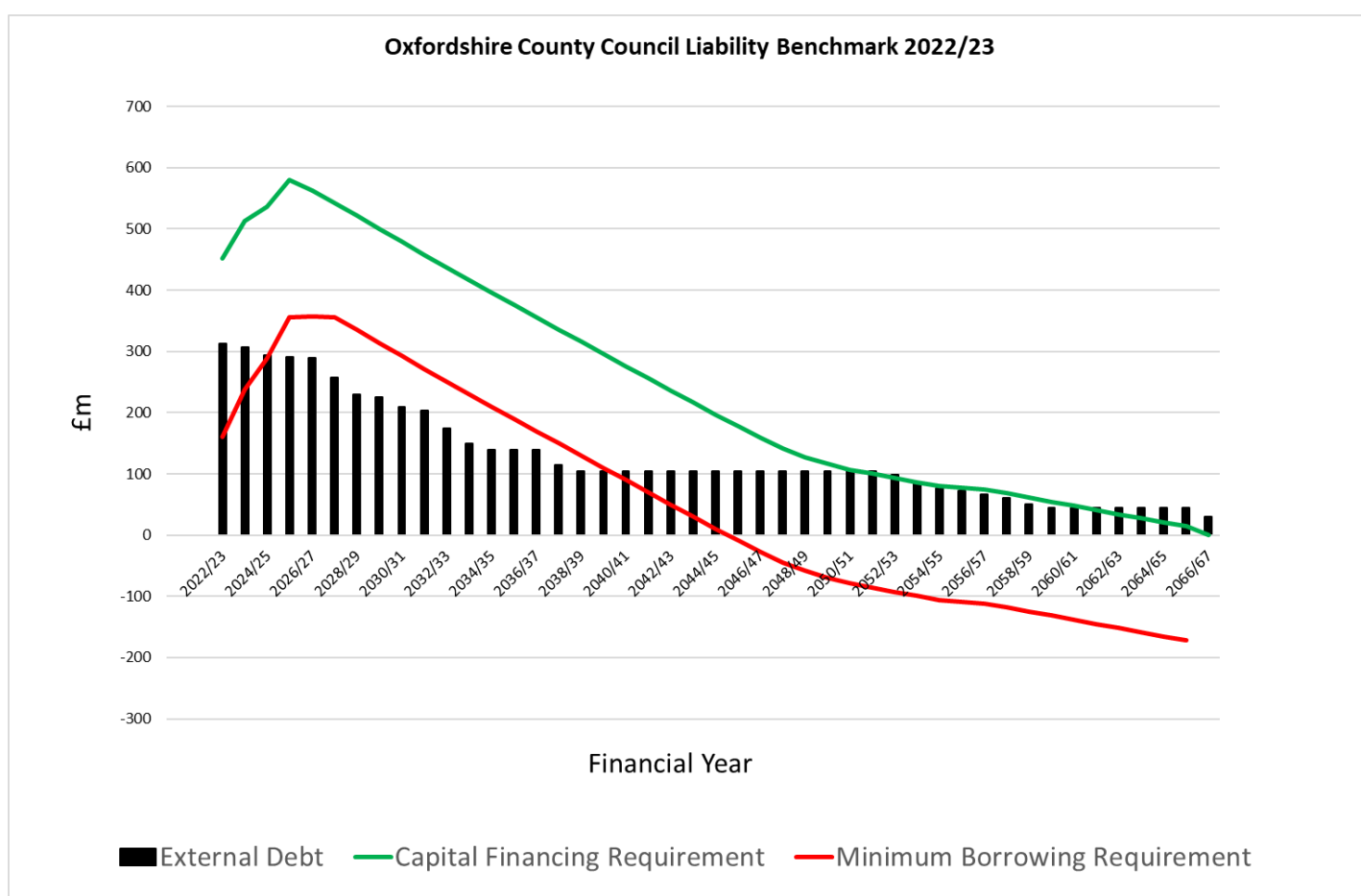
47. This indicator highlights the existence of any large concentrations of fixed rate debt needing to be replaced at times of uncertainty over interest rates and is designed to protect against excessive exposures to interest rate changes in any one period, in particular in the course of the next ten years.
48. It is calculated as the amount of projected borrowing that is fixed rate maturing in each period as a percentage of total projected borrowing that is fixed rate. The maturity of borrowing is determined by reference to the earliest date on which the lender can require payment.
49. LOBOs are classified as maturing on the next call date, this being the earliest date that the lender can require repayment.

Maturity structure of fixed rate borrowing during 2022/23	Lower Limit %	Upper Limit %
Under 12 months	0	20
12 months and within 24 months	0	25
24 months and within 5 years	0	35
5 years and within 10 years	5	40
10 years and above	40	95

Liability Benchmark

50. Changes to the Prudential Code for Capital Finance in Local Authorities were consulted on in 2021. The Liability Benchmark (ie. the real need to borrow) is an additional prudential indicator introduced in the updated code. This identifies the minimum future borrowing needs, compared to the capital financing requirement and the actual level of external debt.

51. The gap between the capital financing requirement and the minimum borrowing requirement³ represents the maximum amount of financing that can be temporarily funded through internal borrowing. Based on the assessment below the council would need to internally borrow up to £292m in 2022/23.



³ The minimum borrowing requirement is calculated by taking the capital financing requirement, netting off usable reserves and working capital, and adding on a liquidity allowance.

Annual Investment Strategy

52. The Council complies with all relevant treasury management regulations, codes of practice and guidance. The Council's investment priorities are: -
- The security of capital and
 - The liquidity of its investments
53. The Council also aims to achieve the optimum return on its investments commensurate with proper levels of security and liquidity. The borrowing of monies purely to invest or on-lend and make a return is unlawful and the Council will not engage in such activity.
54. The Treasury Management Code of Practice requires the Council to approve a Treasury Management Policy Statement. Good practice requires that this statement is regularly reviewed and revised as appropriate. Council approved the statement in February 2019. The statement has been reviewed and there are no revisions proposed at present. The new CIPFA Code of Practice will be fully adopted in for 2023/24 and a new policy statement will be brought for approval before adoption.

Investment Instruments

55. Investment instruments identified for use in the 2022/23 financial year are set out in the Specified and Non-Specified instrument tables below
56. Guidance states that specified investments are those requiring “minimal procedural formalities”. The placing of cash on deposit with banks and building societies ‘awarded high credit ratings by a credit rating agency’, the use of Money Market Funds (MMFs) and investments with the UK Government and local authorities qualify as falling under this phrase as they form a normal part of day to day treasury management.
57. Money market funds (MMFs) will be utilised, but good treasury management practice prevails and whilst MMFs provide good diversification the council will also seek to diversify any exposure by using more than one MMF where practical. It should be noted that while exposure will be limited, the use of MMFs does give the council exposure to institutions that may not be included on the approved lending list for direct deposits. This is deemed to be an acceptable risk due to the benefits of diversification. The Treasury team use an online portal to provide details of underlying holdings in MMFs. This enables more effective and regular monitoring of full counterparty risk.
58. All specified investments will be sterling denominated, with maturities up to a maximum of 1 year, meeting the ‘high’ credit rating criteria where applicable.

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

59. Non-specified investment products are those which take on greater risk. They are subject to greater scrutiny and should therefore be subject to more rigorous justification and agreement of their use in the Annual Investment Strategy; this applies regardless of whether they are under one-year investments and have high credit ratings.

60. A maximum of 50% of internal investments, and 100% of external investments will be held in non-specified investments.

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

Non-Specified Investment Instrument	Minimum Credit Criteria	Use	Max Maturity Period
Term Deposits – other Local Authorities (maturities in excess of 1 year)	N/A	In-house	5 years
UK Government Gilts with maturities in excess of 1 year	N/A	In-house and Fund Managers	5 years in-house, 10 years fund managers
Collective Investment Schemes ⁵ but which are not credit rated	N/A	In-house and Fund Managers	Pooled Funds do not have a defined maturity date
Registered Providers	As agreed by TMST in consultation with the Leader and the Cabinet Member for Finance	In-house	5 years
OxLEP Ltd	As agreed by TMST in consultation with the Leader and the Cabinet Member for Finance	In-house	5 years
Term Deposits – Banks and Building Societies (maturities in excess of 1 year)	Short-term F1+, Long-term AA-	In-house and Fund Managers	3 years
Structured Products (e.g. Callable deposits, range accruals, snowballs, escalators etc.)	Short-term F1+, Long-term AA-	In-house and Fund Managers	3 years
Bonds issued by Multilateral Development Banks	AAA	In-house and Fund Managers	25 years
Bonds issued by a financial institution which is guaranteed by the UK Government	AA	In-house and Fund Managers	5 years in-house

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

Non-Specified Investment Instrument	Minimum Credit Criteria	Use	Max Maturity Period
Sovereign Bond Issues	AAA	In-house on a buy and hold basis. Fund Managers	5 year in-house, 30 years fund managers
Reverse Repurchase Agreements - maturity in excess of 1 year, or/and counterparty not of high credit quality.	Minimum long term rating of A-	In-house and Fund Managers	3 years
Covered Bonds	AAA	In-house and Fund Managers	20 years

Changes to Instruments

61. There are no proposed changes to instruments

Credit Quality

62. The CIPFA Code of Practice on Treasury Management (2021) recommends that Councils have regard to the ratings issued by the three major credit rating agencies (Fitch, Moody's and Standard & Poor's) and to make decisions based on all ratings. Whilst the Council will have regard to the ratings provided by all three ratings agencies, the Council uses Fitch ratings as the basis by which to set its minimum credit criteria for deposits and to derive its maximum counterparty limits. Counterparty limits and maturity limits are derived from the credit rating matrix as set out in the tables at paragraphs 73 and 74 respectively.
63. The TMST may further reduce the derived limits due to the ratings provided by Moody's and Standard & Poor's or as a result of monitoring additional indicators such as Credit Default Swap rates, share prices, Ratings Watch & Outlook notices from credit rating agencies and quality Financial Media sources.
64. Notification of any rating changes (or ratings watch and outlook notifications) by all three ratings agencies are monitored daily by a member of the Treasury Management Team. Updates are also provided by the Council's Treasury Management advisors Arlingclose and reported to TMST. Appropriate action will be taken for any change in rating.
65. Where a change in the Fitch credit rating places a counterparty on the approved lending list outside the credit matrix (as set out in tables at paragraphs 73 and 74), that counterparty will be immediately removed from the lending list.

66. The Authority defines “high credit quality” organisations as those having a credit rating of A- or higher that are domiciled in the UK or a foreign country with a sovereign rating of AA+ or higher with the Fitch ratings agency.

Liquidity Management

67. The Council forecasts its cash flow to determine the maximum period for which funds may prudently be committed. The forecast is compiled on a pessimistic basis, with receipts under-estimated and payments over-estimated to minimise the risk of the Council being forced to borrow on unfavourable terms to meet its financial commitments. Limits on long-term investments are set by reference to the Council’s medium term financial plan and cash flow forecast. The Council uses instant access bank deposit accounts and money market funds for balances forecast to be required at short notice to meet commitments due. The TMST will continue to monitor options available to maintain the required liquidity and will open new accounts with approved counterparties as appropriate.

Lending Limits

68. In addition to the limits determined by the credit quality of institutions, the TMST apply further limits to mitigate risk by diversification. These include:
- Limiting the amount lent to banks in any one country (excluding the UK) to a maximum of 20% of the investment portfolio.
 - Limiting the amount lent to any bank, or banks within the same group structure to 10% of the investment portfolio.
 - Actively seeking to reduce exposure to banks with bail in risk
69. Where the Council has deposits on instant access, this balance may temporarily exceed the 10% bank or group limit. However, the limits as set out in paragraphs 72 and 73 will still apply.
70. Counterparty limits as set out in paragraphs 73 and 74, may be temporarily exceeded by the accrual and application of interest amounts onto accounts such as call accounts, money market funds or notice accounts. Where the application of interest causes the balance with a counterparty to exceed the agreed limits, the balance will be reduced when appropriate, dependent upon the terms and conditions of the account and cashflow forecast.
71. Any changes to the approved lending list will be reported to Cabinet as part of the Business Management and Monitoring Report.
72. The Council also manages its credit risk by setting counterparty limits. The matrix below sets out the maximum proposed limits for 2022/23. The TMST may further restrict lending limits dependent upon prevailing market conditions. BBB+ to BBB- ratings is included for overnight balances with the Council’s bank, currently Lloyds Bank Plc. This is for practical purposes should the bank be downgraded.

LENDING LIMITS - Fitch Rating	Short Term Rating	
Long Term Rating	F1+	F1
AAA	£30m	£20m
AA+	£30m	£20m
AA	£25m	£15m
AA-	£25m	£15m
A+	£20m	£15m
A	£20m	£15m
A-	£15m	£10m
BBB+, BBB, BBB- (bank with which the Council has its bank account)	£20m	£20m

73. The Council also manages its counterparty risk by setting maturity limits on deposits, restricting longer term lending to the very highest rated counterparties. The table below sets out the maximum approved limits. The TMST may further restrict lending criteria in response to changing market conditions.

MATURITY LIMITS – Fitch Rating	Short Term Rating	
Long Term Rating	F1+	F1
AAA	3 years	364 days
AA+	2 years	364 days
AA	2 years	9 months
AA-	2 years	9 months
A+	364 days	9 months
A	9 months	6 months
A-	6 months	3 months
BBB+, BBB, BBB- (bank with which the Council has its bank account)	Overnight	Overnight

Other institutions included on the councils lending list - Structured Products

74. As at 30 November 2021, the Council had no structured products within its investment portfolio. Structured products involve varying degrees of additional risk over fixed rate deposits, with the potential for higher returns. It is recommended that the authority maintain the option to use structured products up to a maximum of 10% of the investment portfolio. The Council will continue to monitor structured products and consider restructuring opportunities as appropriate.

External Funds

75. The Council uses external fund managers and pooled funds to diversify the investment portfolio through the use of different investment instruments,

investment in different markets, and exposure to a range of counterparties. It is expected that these funds should outperform the Council's in-house investment performance over a rolling three-year period. The Council will have no more than 50% of the total portfolio invested with external fund managers and pooled funds (excluding MMFs). This allows the Council to achieve diversification while limiting the exposure to funds with a variable net asset value. And, in order to ensure appropriate diversification within externally managed and pooled funds these should be diversified between a minimum of two asset classes.

76. As at 30 November 2021, the Council had £104m (original purchase value of £101m) invested in external funds (excluding MMFs), representing 18% of the Council's total investment portfolio. As the pandemic continues, there is likely to be continued short term volatility in the value of the funds, however they are held with a long term view, and there is no intention to divest from any of the funds at present.
77. The external funds have a higher targeted income return than in house deposits of 3.75% which has been incorporated into the medium-term financial plan.
78. The performance of the pooled funds is monitored by the TMST throughout the year against the funds' benchmarks and the in-house investment returns. The TMST will keep the external fund investments under review and consider alternative instruments and fund structures, to manage overall portfolio risk. It is recommended that authority to withdraw, or advance additional funds to/from external fund managers, continue to be delegated to the TMST.

Investment Approach

79. The TMST will aim to maintain the balance between medium and long-term deposits with local authorities and short-term secured and unsecured deposits with high credit quality financial institutions. Money Market Funds will continue to be utilised for instant access cash. This approach will maintain a degree of certainty about the investment returns for a proportion of the portfolio, while also enabling the Treasury Management team to respond to any increases or decreases in interest rates in the short-term.

Treasury Management Indicators for Investments

Upper limit to total of principal sums invested longer than 364 days

80. The purpose of this limit is to contain exposure to the risk of loss that may arise as a result of the Authority having to seek early repayment of the sums invested.
81. The long term lending limit is based on 50% of the forecast average cash balance. Based on forecast balances reducing to £330m over the medium term, the proposed limits for investments longer than 364 day is set out below:

	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m
Upper limit on principal sums invested longer than 364 days	205	175	165	165	165

Other Treasury Management Prudential Indicators

Upper limits on fixed and variable rate interest exposures

82. These indicators allow the Authority to manage the extent to which it is exposed to changes in interest rates.

Fixed interest rate exposure

83. Limits in the table below have been set to reflect the current low interest rate environment. The limits set out offer the Council protection in an uncertain interest rate environment by allowing the majority of the debt portfolio to be held at fixed interest rates, thus not subjecting the Council to rising debt interest.

Upper limit for fixed interest rate exposure	2022/23	2022/23	2023/24	2024/25	2025/26	2026/27
Net principal re fixed rate borrowing / investments	£350m	£350m	£350m	£350m	£350m	£350m

84. Fixed rate investments and borrowings are those where the rate of interest is fixed for at least 12 months, measured from the start of the financial year or the transaction date if later. All other instruments are classed as variable rate.

Variable interest rate exposure

The council will maintain a zero (or negative) net variable interest rate exposure. This is maintained by insuring the Council's variable rate debt is lower than variable rate investments

85. Prudential Indicators are reported to and monitored by the TMST on a regular basis and will be reported to the Audit & Governance Committee and Cabinet in the quarterly Treasury Management reports and the Treasury Management Annual Performance Report.

Policy on Use of Financial Derivatives

86. The Council will only use standalone financial derivatives (such as swaps, forwards, futures and options) where they can be clearly demonstrated to reduce the overall level of the financial risks that the Council is exposed to. Additional risks

presented, such as credit exposure to derivative counterparties, will be taken into account when determining the overall level of risk. Embedded derivatives will not be subject to this policy, although the risks they present will be managed in line with the overall treasury risk management strategy.

87. Financial derivative transactions may be arranged with any organisation that meets the approved investment criteria. The current value of any amount due from a derivative counterparty will count against the counterparty credit limit and the relevant foreign country limit.
88. It is the view of the TMST that the use of standalone financial derivatives will not be required for Treasury Management purposes during 2022/23. The Council will only use derivatives after seeking expertise, a legal opinion and ensuring officers have the appropriate training for their use.

Performance Monitoring

89. The Council will monitor its Treasury Management performance against other authorities through its membership of the CIPFA Treasury Management benchmarking club.
90. Arlingclose benchmark the performance of their clients against each other on a quarterly basis, looking at a variety of indicators including investment risk and returns.
91. Latest performance figures will be reported to the Audit & Governance Committee and Cabinet in the quarterly Treasury Management reports and the Treasury Management Annual Performance Report.

Investment Training

92. All members of the Treasury Management Strategy Team are members of CIPFA or other professional accounting body. In addition, key Treasury Management officers receive in-house and externally provided training as deemed appropriate and training needs are regularly reviewed, including as part of the staff appraisal process.
93. The Council has opted up to 'professional client' categorisation with under the second Markets in Financial Instruments Directive (MiFID II). In order to achieve this, evidence was required that the person(s) authorised to make investment decisions on behalf of the authority have at least one year's relevant professional experience and the expertise and knowledge to make investment decisions and understand the risks involved. Members of the TMST currently meet these criteria and training needs will be regularly monitored and reviewed to ensure continued compliance.

Financial Implications

94. Interest payable and receivable in relation to Treasury Management activities are included within the overall Strategic Measures budget. In house interest receivable for 2022/23 is budgeted to be £1.49m.

95. Dividends payable from external funds in 2022/23 are budgeted to be £3.81m.

96. Interest payable on external debt in 2022/23 is budgeted to be £14.39m.

Comments checked by:

Lorna Baxter, Section 151 Officer, lorna.baxter@oxfordshire.gov.uk

Legal Implications

97. There are no direct legal implications arising from this report save for the need for ongoing collaborative working between the S151 Officer and the Monitoring Office. CIPFA guidance promotes the need for consultative working and collaboration between these respective roles to promote good organisational governance.

Comments checked by:

Sukdave Ghuman, Deputy Monitoring Officer,
Sukdave.ghuman@oxfordshire.gov.uk

Sustainability Implications

98. This report is not expected to have any negative impact with regards to the Council's zero carbon emissions commitment by 2030.

99. The Treasury Management Strategy Team (TMST) will consider investments that may make a positive contribution to the Council's carbon commitment when appropriate opportunities become available. The TMST will continue to explore Ethical, Sustainable and good Governance investment practices.

100. The Council's Treasury Management Practices will be updated during 2022/23 to set out the Council's policy and practices relating to environmental, social and governance investment considerations.

101. Where the Council has investments in externally managed funds, each of the fund managers is a signatory to the United Nations Principal for Responsible Investment.

102. The Council is undertaking a review of all of its Treasury Management investments to produce a report on how it is performing with regards to Ethical, Social and Governance (ESG) criteria.

103. Furthermore, the Council will not knowingly invest directly in organisations whose activities include practices which are inconsistent with the values of the Council or the Council's zero carbon emissions commitment by 2030.
104. The Treasury Management function is now completely paperless, and remote working is likely to remain normal for the foreseeable future.

INVESTMENT STRATEGY – PROPERTY INVESTMENT

Introduction

An Investment Strategy for the governance and making of property investment decisions was agreed by council in September 2019 and was subsequently considered as part of the budget process for 2020/21 and 2021/22. This strategy sets out the investment framework, under which the Council can undertake investments which are expected to contribute both directly and indirectly to the strategic plan and the achievement of Oxfordshire Fair Deal Alliance's priorities including tackling inequality, improving health and wellbeing and taking action to address the climate emergency.

Continuing reductions in Central Government funding, at a time when Councils are facing increasing demand for services and an ageing population, means that alternative sources of income and optimisation of Council assets and resources need to remain a focus. The investment strategy is intended to enhance the financial resilience and social value delivery of the Council by enabling investments which:

- increase income from existing assets; and/or
- increase capital growth;
- secure new sources of income.
- support frontline service provision
- Explore opportunities for social value

There is also a Duty on the council to ensure best value for it's assets. In addition opportunities to leverage, carbon reduction/neutrality initiatives should also be explored.

The Council has a key leadership role to play in placemaking in Oxfordshire. The investment decisions that it makes have the potential to greatly enhance the well-being and prosperity of communities across the County and to contribute to the achievement of the Oxfordshire Fair Deal Alliance's priorities. The Council will consider the social value of investment opportunities when making its decisions. Similarly, investments can also support the development of new delivery models for the benefit of residents, businesses, and visitors. The Council will also seek to prioritise opportunities that are carbon neutral, use/generate green energy, or reduce travel and waste. This is all part of our contribution to healthy place shaping and climate change.

The Council has an existing portfolio of land and buildings which, for a number of reasons, may be surplus to requirements as a result of the Council's evolving Property Strategy. There is therefore an opportunity to review these assets and resources, and then evaluate the most suitable options in order to optimise operational efficiency, customer access, and economic and financial value.

Furthermore, there are opportunities to support regeneration or growth using Council assets to leverage further investment or combine with other private or public sector partners to achieve specific regeneration and growth objectives.

The investment strategy also offers opportunities for generating income from assets and the opportunity to deliver a long term and sustainable income to enhance the financial resilience of the Council. These may be achieved through the capital programme or various investment vehicles which offer a range of diverse options to generate income. Each investment opportunity will be evaluated against stringent financial criteria to ensure each delivers gross income and/or social value/carbon neutral aspirations whilst taking consideration of the costs of operating, including lending and acquisition.

Statutory Framework

The Department for Levelling Up, Housing and Communities (DLUHC) has policy responsibility for the Chartered Institute of Public Finance and Accountancy (CIPFA) Prudential Code. This covers the responsibility for ensuring that statutory guidance drives local authorities to make borrowing and investment decisions in a way that is commensurate with their statutory responsibilities and the best value duty. DLUHC also includes overall responsibility for the Local Government finance system, including understanding the risks to the system from changes in the types of borrowing and investment activities that local authorities are undertaking.

The CIPFA Prudential Code requires that where authorities have commercial investments, that local authorities should disclose the contribution they make towards the service delivery objectives and/or place making role of the authority. In addition, the types of investment, due diligence processes, the proportionality of those investments and the local authority's risk appetite are also required to be set out. The Government also recognises that local authorities have a key role in local economic regeneration, and this may mean that they choose to take on projects that the private sector would not consider. Local Authorities cannot borrow from the Public Works Loans Board (PWLB) to fund commercial investments where return is the primary reason for the investment.

Investment Objectives

The Council's investment objectives are defined as follows:

- To support growth, regeneration and help deliver the Council's strategic priorities;
- To reinvest income in line with agreed financial targets to ensure growth of a balanced and diverse property portfolio that will maximise long term returns/income;
- To ensure the portfolio is governed and administered within appropriate risk parameters and in a way that supports long term sustainability for the Council and residents of Oxfordshire; To maximise the availability of capital receipts whenever property assets within the Investment Portfolio are sold to provide funding that can be used to support the capital programme in accordance with the council's Capital Programme Financing Principles.

Existing Property Investment Portfolio

The Council has an existing property portfolio made up of property assets and Treasury Management investments.

Treasury Management Investments include £26.6m (as at 30 November 2021) invested in property via a strategic pooled fund. In addition to this the council is investing £5.0m in the Resonance Supported Homes Fund which is expected to deliver up to 25 units of supported living accommodation in Oxfordshire for people with learning disabilities and autism.

As at 31 March 2021 £26.3m was held in direct investment properties held for rental returns or capital appreciation. These include :

- Agricultural holdings which were specifically retained in 1992 (when the rest of the Smallholdings Estate was sold) as these sites were recognised as holding long term potential for residential development. Since this time the Estates team have been promoting development of these sites through the Local Plan, and have significantly enhanced the value from farm land to residential development land as the sites have been allocated - total value £17.6m. Work continues to further enhance land values through master planning and ultimately grant of planning permission.
- Non-operational properties held for rental or capital returns total value £8.7m.

Investment Categories

Investments have been grouped into four broad categories as set out below

A	B	C	D
Maximise use of and value (both financial and social) of Council owned assets (land & buildings) linked to the Council's forthcoming Property Strategy – Capital expenditure	Investments for service delivery are taken or held primarily and directly for the delivery of public services (including regeneration and local infrastructure) or in support of joint working.	Property Investments made in accordance with the Treasury Management Strategy, including cash, money market funds, property funds, bond funds, equities and multi asset classes	Investments for commercial purposes, which generate a commercial return (yield) – normally capital expenditure

Category A

The Council already owns a sizeable property portfolio (land and buildings) comprising of operational and non-operational assets. Assets which are determined as surplus to operational requirements, via the evolving Property Strategy, will be considered for investment purposes. The Council's property rationalisation programme and agile working strategy will help to drive this type of investment.

Non-operational Sites – there are currently a number of major development sites totalling 86 hectares, that are in progress, with anticipated receipts expected from 2024. £40m of the anticipated receipts are already included within the capital programme funding up to

2028/29.¹ The table below shows the extent of our remaining non-operational land holdings that have development value.

Phases	Land Holdings	Indicative Timescales
In Progress	~86 hectares	Major Receipts 2024 onwards
Medium Term	~17 hectares	Receipts c.2035-40 onwards
Long Term	~29 hectares	Receipts c.2040-50 onwards

Operational Sites – closely linked to the Property Strategy, the Council has the potential to make further changes to how staff work in and use buildings in order to rationalise space and better match customer requirements. Using operational space more efficiently, including opportunities to share office accommodation with Partner organisations, has the ability to both reduce/share running costs and generate income from the commercial market. The Councils approach to agile working will be key to this.

Over the last decade there has been significant work to improve the utilisation of our sites, leading to a 25% reduction in running costs. A number of key Council-owned sites in central Oxford were reviewed in 2018 with input from external property consultants, validating the case for releasing and redeveloping specific sites in order to generate income.² With access to funding, under the investment strategy, there is potential across the estate to further optimise the use of our assets and invest in them to maximise capital values and/or rental yields.

Maximising the use of and value of Council owned assets to increase revenue return through appropriate change of use, is a key priority and it is anticipated that this will be the focus of the Property Investment Strategy over the short term. Where for commercial reasons it is considered more appropriate to sell Council owned assets, it is anticipated that these capital receipts will be reinvested in property assets.

Category B

This type of property investment reflects the acquisition of property primarily for regeneration purposes in order to deliver a wider social, service, or community benefit. They may include:

- Strategic regeneration / placemaking opportunities that provide benefits to the wider community including buildings for charitable or community uses;
- Delivery of projects that otherwise might stall or not progress if left in private sector hands but will fulfil Council priorities;
- Non-financial gains where inward investment can create/maintain jobs or prevent local market failure;

¹ The majority of these receipts will not be realised until at least 2024 onwards.

² Or in some case, increase a capital receipt which could then be reinvested.

- Purchase of underperforming property assets which provide key strategic regeneration opportunities to generate the catalyst for future economic development;
- Partnering with others to deliver broader benefits and unlock financial investments for the area that would otherwise be lost.
- Investments in funds that create a supply of properties to meet service needs.

These investments will always be within the boundaries of Oxfordshire and will only be pursued where there is a clear business case demonstrating how it will contribute to the regeneration of Oxfordshire. Public Work Loan Board (PWLB) funding is available for the acquisition of Category B properties if necessary, subject to affordability.

Category C

The Council already has a portfolio of investments as part of its Treasury Management activities (of which £26.6m is invested in property funds). The strategic approach to these investments is reviewed on an annual basis as part of the Treasury Management Strategy Statement & Annual Investment Strategy. It is proposed that any change to investments that are classified under Category C are managed using the current Treasury Management governance framework. However, it is important to consider the portfolio of investments as a whole, especially as some investments in this category may be classified as capital expenditure rather than treasury management activity.

Category D

This type of investment reflects the acquisition of income producing property held for non-operational purposes. In considering properties in this category, prudence and caution must be exercised. Such investments would be undertaken for the primary purpose of achieving financial return (for which Public Work Loan Board (PWLB) funding is not available, although this would not preclude loan funding from other sources). These investments would be set against certain criteria in accordance with The CIPFA Prudential Code, to provide additional long-term revenue stream to support front line services and other Council objectives.

To date the council has not entered into any Category D investments. However, if the Council chooses to invest in this Category in future, the CIPFA Prudential Code principles will be followed.

The CIPFA Prudential Code is based upon the principle that Authorities should take relatively low risks when investing public money, and that investment considerations should include; affordability, prudence and proportionality (of the value of held property investment assets relative to the wider investment portfolio).

Local Authorities may not use PWLB to borrow for investments within Category D. This means that any investments within the category would need to be funded from existing Council resources or capital receipts. The benefits of utilising capital receipts for this purpose will need to be carefully balanced against the funding requirements of the wider capital programme and the benefits of reducing the need to borrow for other investment

in assets to support service delivery and infrastructure. Consideration will also be given to maintaining the investment portfolio size, diversity and yield.

Reporting and Management of Investment Portfolio

All investment activity will be grouped and reported as a single portfolio and reflected in the Council's Capital & Investment Strategy, which requires agreement via the annual budget setting process. As part of this, a new portfolio will be created in the Capital Programme to cover dedicated funding for investments. Investments and returns will be monitored and appropriately balanced across the Investment Categories.

The Investment portfolio will be kept under review on a regular basis by the S.151 Officer and the relevant Director/Head of Service.

The process by which the Investment Portfolio is managed is set out in Annex 1. This management process will be reviewed and updated annually as the Investment Portfolio matures.

Risks

Investment in property, as with any investment, is not without risk. Specifics include market conditions that may cause the value of an investment to decrease, variable income caused by tenant demand or liquidity as a result of investor demand. The CIPFA Prudential Code identifies the need for ongoing performance and management arrangements which should include procedures to highlight key risks or changes that may affect the security, liquidity and/or yield of the property investment portfolio. CIPFA also provide guidance on the issue of risks in relation to the fair value of the property on the balance sheet, for example where the property value is less than the value of the debt liability. Achieving a balanced portfolio with an appropriate spread of risk over the long term is desired. This could be achieved through a greater number of property investments with diversification across geographical locations, and across the range of property assets.

The principle of balancing risk whilst maximising the return to the Council will be taken in respect of investment opportunities. As consideration is given to new investment opportunities, properties within the county of Oxfordshire or adjoining counties will be preferred however, if a property meets all the investment criteria (and is being funded by existing equity rather than PWLB borrowing), then the location alone should not preclude consideration where it can be objectively demonstrated that there are multiple benefits, including the improvement or development of Oxfordshire, if supported by the Statutory Officers.

Governance

It is proposed that investments in Category D will follow the governance route set out below. Investments in Categories A, B, & C will follow existing governance routes in line with the Council's Constitution and Financial Procedure Rules (FPRs). Categories A & B will require submission of a Capital Business Case or equivalent. However, all categories

will be reported annually as part of the Council's Capital & Investment Strategy as part of the governance of the Council's budget setting process.

The property investment market is competitive and needs consistent and responsive decisions if the Council is going to be successful in managing assets in this environment. It is therefore proposed that a Property Investment Advisory Panel (PIAP) is established to act as an advisory body for these initial decisions. The CIPFA Prudential Code requires that Panel members and officers are competent to take decisions to acquire, hold and dispose of land and buildings, and must have sufficient competence to understand and evaluate the advice that they are given. Consequently, appropriate internal and external training will be given to the PIAP so that they can ensure that decisions fall within the CIPFA Prudential Code, the Council's Corporate Strategy, and are based upon the approved investment matrix (see Annex 2). PIAP will then report their recommendations to Cabinet or Full Council in line with current governance, along with appropriate due diligence to support decision-making. PIAP will be made up of:

Members

- Leader or Deputy Leader of the Council
- Cabinet Member with responsibility for Finance & Property (if this role is separated, both Members are to attend)
- Leader of the Opposition

Officers

- Senior Officer with responsibility for Finance (Section 151 Officer)
- Corporate Director for Commercial Development, Assets and Investment
- Monitoring Officer

The primary purposes of PIAP would be two-fold:

- To consider recommendations from Officers regarding the potential purchase of a property asset, prior to submission of a bid. This would include consideration of the associated risk and yield, and the investment evaluation based on the criteria set out. The ultimate consideration would be whether to submit a bid or not, and at what value.
- To consider the results of the due diligence process, (following acceptance of an offer from Council to purchase an asset), with the ultimate consideration of whether to endorse the purchase and proceed to exchange of contracts.

In the exceptional situation that a decision is required outside of the established protocol, an urgent decision can be taken by the Leader and S151 Officer in consultation with PIAP and the Portfolio Holder for Property and reported to the next available meeting of Cabinet. Where a decision is not time-bound they will go via current governance arrangements and be approved by Cabinet or Full Council as required. On approval of this investment strategy the Financial Regulations will be updated to include the delegated authorities set out above.

Implementation Plan

Although the Property Investment Strategy will enable the Council to respond to opportunities as they arise, there is also a need to continue to develop a programme of planned investment projects linked particularly to Type A investments. Following adoption of this strategy there will likely be a need to resource and forward fund elements of this work. There are also key interdependencies with the evolving Property Strategy that will need to be worked through in order to align activities that impact staff and operational sites.

Annex 1

Management of Investment Portfolio

The Investment portfolio is managed in-house by the Head of Services, Estates, Assets & Investment, reporting to the Director for Joint Property.

The portfolio is managed in two distinct parts, dealing with Investment and Regeneration opportunities separately:

1. Investment Opportunities – Category A & D properties that meet the criteria as set out in the approved investment matrix (See Annex 2) and deliver a financial return to the Council.
2. Regeneration Opportunities – Category B properties that deliver primarily regeneration benefits to the area.

As the Property Investment Portfolio grows in size and the number of property transactions per annum increases, it may be necessary in time, to agree in consultation with the Head of Legal Services, the appointment of a suitable Firm/s of solicitors to provide investment property acquisition services. In addition, it will be necessary to agree with the Head of Procurement the method of payments of Investment Agent introductory fees for Category B & D properties.

Annex 2

Commercial Investment Property Scoring Matrix

The table below sets out the criteria that will be used to assess decisions about commercial investment property. These include location, tenure, tenancy, an assessment of unexpired lease term, repairing liability, rental and capital value as well as the level of management resources required and social value.

Scoring Criteria	Score	4	3	2	1	0	Initial	Weighted Score
	Weighting Factor	EXCELLENT/ VERY GOOD	GOOD	ACCEPTABLE	MARGINAL	UNACCEPTABLE	Unweighted Score	
Location - In County / Adjacent to County	20.0	Prime	Good	Secondary	Tertiary	Remote		0
Tenure	15.0	Freehold	150+ year unexpired with no landlord controls	150+ year unexpired with minimal landlord controls	Lease under 150 years	Lease under 100 years		0
Tenancy	10.0	Single tenant with strong financial covenant	Multiple tenants with strong financial covenant	Single tenant with good financial covenant	Multiple tenants with average financial covenants	Tenants with poor financial covenant strength		0
WAULT (Weighted Average Unexpired Lease Term)	10.0	20 years +	15 years +	10 years +	5 years +	Less than 5 years		0
Repairing Liability	5.0	FRI and/or Recoverable via Service Charge	75% + of leases on FRI	50% + of leases on FRI	Internal repairing in good condition, Cap Ex required	Internal Repairing in poor condition, Cap Ex required		0
Rental Analysis	15.0	Significantly under rented (excellent prospects for future rental growth)	Under rented (good prospects for future rental growth)	Rack rented (limited prospects for rental growth)	Rents will fall on lease expiry within 5-10 years	Rents will fall on lease expiry within 3-5 years		0
Capital Value Analysis	15.0	Excellent prospects for future capital growth	Good prospects for future capital growth	Future capital growth likely to be in line with average market returns	Future Capital growth likely to underperform average market	Poor prospects for future capital growth		0
Management Resources	10.0	Minimum. Single tenant	Minimum. Fully let, no more than 3 tenants	Active. Value Add Opportunity	Active. Well managed to date	Active. Historical lack of management		0
Social Value	10.0	Excellent prospects for enhancing social value	Good prospects for enhancing social value	Potential for enhancing social value in the short to medium term	Potential for enhancing social value in the long term	No identified prospects for enhancing social value		0
(Max score = 440, min acceptable score =220)								
								0
						(anything over 50% is deemed acceptable providing minimum yields are met)		0%

1) Active Investment / Development projects

Property	Site Area
Aston, North Farmhouse	N/A
Banbury, Greenwood Centre	0.25 ha
Benson, Watlington Road	N/A
Bicester, Little Wretchwick Farm	N/A
Chipping Norton, Strategic Development Area (inc Tank Farm and residual land at Rockhill Farm)	36ha
Eynsham Garden Village (Evenlode Farm)	28ha
Eynsham West, (Litchfield Farm)	15.55ha
Faringdon, Youth Centre and Highway Depot to rear	0.29ha
Headington, Maltfield House	N/A
Henley, Chilterns End	0.96 ha
Kidlington, The Moors, Former May's Builders Yard	0.29ha
Oxford, Land at Iffley Mead (adjoining Iffley Academy)	2.04ha
Oxford, Guydens Farm / Northfields	15.62 ha
Oxford, Northfield Hostel	0.70ha
Henley, Bridleway adjoining Gillotts School	N/A
Oxford, Lakefield Road, Littlemore	0.44ha
Oxford, Speedwell House	N/A
Wallingford, Winterbrook Lane	N/A
Wheatley, Access Route to Oxford Brookes University	N/A
Woodstock, Former Library	N/A

- 2) For Information purposes only – a list of operational properties that are currently being considered for alternative investment purposes

Property	Site Area
Oxford, Rewley Road Fire Station	N/A
Oxford, County Hall	N/A

Oxfordshire County Council Property Strategy

This strategy sets out our approach to property assets and will guide our priorities for managing and developing our estate over the next 5 years.

The purpose of this strategy is to facilitate delivery of the council's corporate plan. It is an enabling strategy and sits alongside our workforce, IT and digital strategies to support the delivery of high-quality, accessible and modern public services for the people of Oxfordshire.

Our ambition is: ***To create an efficient, innovative, and accessible property estate that delivers our climate action objectives and explores opportunities for social value. That is supported directly through the delivery of council services or indirectly by generating strong commercial returns. With our customer in front of mind.***

We will develop an agile service delivery model and workforce that has the capacity to meet our needs in a post pandemic environment. Where our services are not bound to buildings and set locations but are accessible remotely and digitally. Where needed we will deliver face to face services in local spaces, places and community venues, in customers' homes and through working in partnership with suppliers, partners and the community and voluntary sector and their bases too. Our property strategy and estate will facilitate this.

We will work hard to minimise journeys, not assuming that customers and colleagues should travel into Oxford City Centre and that the county council should have access and visibility at locations spread across the county.

Our places of work will be welcoming and safe spaces for people to work in agile ways, accessing the right office space and IT equipment to support service delivery at the point it can be most effective. We will also need to create flexible, collaborative spaces for teams, partners, and suppliers to come together for the benefit of our residents.

We understand that some teams will need dedicated spaces to deliver services. Where this is the case, we will seek to develop a range of approaches that enable a combination of buildings based for flexible/agile delivery, supported by technology.

We are an accountable public body and as such our democratic and decision-making processes need to reflect these principles. We will develop an estate that enables a combination of local meetings, virtual public meetings and more traditional council chamber-based meetings with public broadcast to ensure our democracy reflects, enhances and supports our agile delivery model.

There is much uncertainty over the future, but lessons learnt from Covid-19 and its consequential impact upon our needs brings an immediate opportunity to review our estate and accelerate change in how services are delivered the spaces they require.

Our estate is comprised of three categories, and each of these categories has a broad objective:

Investment	Community	Operational
Assets retained for investment purposes (e.g. farms, land for development)	Assets used for non-operational purposes (e.g. pre school, playing fields or parish council).	Assets used for service delivery (e.g. libraries, fire stations, offices)
Objective: these assets are managed to protect the long-term interests of Oxfordshire and maximise value	Objective: to support policy objectives such as community use and social value whilst generating the best possible tangible and/or intangible returns	Objective: to support modern service delivery cost effectively and safely

Our operational property portfolio can be split into three broad categories which are within the scope of this strategy.

Service delivery – buildings/sites which facilitate all our statutory and other front-line services such as community support service centres, children & family centres, libraries, fire stations, depots etc. Some back-office accommodation provision is also included within these buildings/sites too.

Support services – buildings which facilitate all our back office/support related services such as HR, ICT, finance, planning etc. The majority of our workforce are currently based in these buildings.

Partnership working – we will look to explore opportunities to collocate or share our buildings with key strategic partners for the benefit of our communities and drive through efficiencies and help reduce running costs.

The approach to operational buildings that are deemed surplus to requirements will be dealt with via the Investment Strategy along with all community and investment assets.

Our objectives

The key strategic objectives of this strategy are to -

- ***Support excellent service delivery for the community***
 - Provide the right property, in the right place, to meet operational service needs
- ***Deliver Climate Action priorities***
 - Ensure our corporate Climate Action objectives which include making our corporate estate carbon neutral by 2030 are met and establishing the Council as an exemplar to other property owners

- ***Support and empower a more agile organisation***
 - Reduce reliance on desk dominated offices and invest to develop great workplaces – accessible, modern, innovative shared workspaces based on future working principles and in line with our Digital offering i.e. hot desking, collaborative meeting spaces etc
- ***Achieve more value from our assets***
 - Further rationalise our estate to reduce overall cost
 - Prioritise utilisation of freehold assets for front and back office delivery
 - Maximise the value of assets not required for operational purposes to be delivered through effective and creative commercial negotiations and to explore opportunities for social value, to support the council's Investment Strategy
 - Share office space with key strategic partners where it makes sense to do so

Our approach

In delivering these objectives we will apply the following principles in our approach,

1. Embed Climate Action objectives in all decision-making when reshaping the operational estate e.g., minimise travel and avoid use of inefficient buildings
2. Invest to develop great workplaces - modern, innovative and inspiring shared workspaces situated close to transport links to adapt to agile / hybrid working principles and in line with our IT & Digital offering i.e. hot desking, collaborative meeting spaces etc
3. Challenge old ways of working and embrace modern and innovative approaches, including improving customer access and experience.
4. Generate income and ensure the best value for money through the use and development of our estate.
5. Where necessary, where an asset does not contribute to our strategic outcomes, we will maximise our return to dispose and create maximum capital receipt.
6. Work with partners (including through One Public Estate) to maximise shared opportunities including co-location.
7. Encourage/establish a smaller presence in all key localities, instead of a single 'big HQ' approach.
8. Release leasehold property where appropriate so we reduce our rental expenditure.

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CAPITAL INVESTMENT PLANNING 2021/22 - 2031/32
CHANGES TO EXISTING CAPITAL PROGRAMME

Strategy - Capital Investment Need	Budget	Revenue Reserves	Specific Funding	Prudential Borrowing
	£'000	£'000	£'000	£'000
Pupil Places				
Basic Need & Special Educational Needs & Disabilities (SEND)	6,932	0	6,932	0
Annual Programmes - Including Additional Year 2031/32	5,550	0	5,550	0
Pupil Places - Total	12,482	0	12,482	0
Major Infrastructure				
Zero Emission Buses Regional Areas (ZEBRA)	6,000	6,000	0	0
A423 Improvements Programme (incorporating Kennington Bridge)	37,185	0	10,000	27,185
Major Infrastructure Programme Contingency	50,000	0	0	50,000
Major Infrastructure - Total	93,185	6,000	10,000	77,185
Highways				
Structural Maintenance - Additional Year 2031/32	15,200	0	15,200	0
Part 6 - Moving Vehicle Violations - Cameras	2,700	0	1,400	1,300
Highway Bridges Recovery Programme	2,750	0	0	2,750
20mph Speed Limit Signage	8,000	8,000	0	0
Public Rights of Way (PROW)	800	0	800	0
Contribution towards Broad Street Pedestrianisation	500	0	0	500
Highway Improvements (Developer Funded)	205	0	205	0
Highways - Total	30,155	8,000	17,605	4,550

Strategy - Capital Investment Need	Budget	Revenue Reserves	Specific Funding	Prudential Borrowing
	£'000	£'000	£'000	£'000
Property				
Investment Strategy	5,500	0	0	5,500
Corporate Estate				0
Estate Decarbonisation, Condition, Asset Management Programme	1,000	0	0	1,000
Service Requirements	12,000	0	1,000	11,000
Property - Total	18,500	0	1,000	17,500
Digital Infrastructure	0	0	0	0
Digital Infrastructure - Total	0	0	0	0
Vehicles and Equipment				
Fire & Rescue Service (Vehicles) - Additional Year 2031/32	800	0	800	0
Vehicles and Equipment - Total	800	0	800	0
Passported Funds				
Disabled Facilities Grant 2022/23	6,658	0	6,658	0
Passported Funds - Total	6,658	0	6,658	0
TOTAL PROPOSED STRATEGY ALLOCATIONS	161,780	14,000	48,545	99,235
General Funding & Accounting				
Changes:				
Additional / Increase in S106 / CIL Contributions				-5,293
2020/21 Outturn Savings				-4,500
Forecast changes in Annual Grant Allocations				-1,002
General Funding & Accounting - Total				-10,795
Prudential Borrowing Requirement				88,440

Capital Programme 2021/22 to 2031/32

Strategy/Programme	Capital Investment Programme (latest forecast)						CAPITAL INVESTMENT TOTAL £'000s
	Current Year	Firm Programme		Provisional Programme			
	2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	
Pupil Places	37,835	47,915	38,954	36,325	10,399	75,452	246,880
Major Infrastructure	65,389	153,618	184,471	205,200	68,958	10,239	687,875
Highways Asset Management Plan	42,773	55,285	52,309	22,350	16,918	88,949	278,584
Property & Estates, and Investment Strategy	11,378	21,090	26,426	12,072	4,500	8,876	84,342
IT	7,660	10,216	4,636	2,100	250	5,219	30,081
Passport Funding	31,156	8,744	1,000	950	750	2,700	45,300
Vehicles & Equipment	800	2,260	950	800	800	4,800	10,410
TOTAL ESTIMATED CAPITAL PROGRAMME EXPENDITURE	196,991	299,128	308,746	279,797	102,575	196,235	1,383,472
Earmarked Reserves	0	1,000	11,600	5,400	47,879	28,757	94,636
TOTAL ESTIMATED CAPITAL PROGRAMME	196,991	300,128	320,346	285,197	150,454	224,992	1,478,108
TOTAL ESTIMATED PROGRAMME IN-YEAR RESOURCES	221,112	261,231	261,625	272,699	141,958	221,290	1,379,915
In-Year Shortfall (-) / Surplus (+)	24,121	-38,897	-58,721	-12,498	-8,496	-3,702	-98,193
Cumulative Shortfall (-) / Surplus (+)	98,193	122,314	83,417	24,696	12,198	3,702	0

SOURCES OF FUNDING		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32	CAPITAL RESOURCES TOTAL
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
SCE(C) Formulaic Capital Allocations - Un-ringfenced Grant		54,101	93,812	39,735	21,500	21,500	127,200	357,848
Devolved Formula Capital- Grant		750	700	650	600	400	800	3,900
Prudential Borrowing		65,590	63,322	84,354	34,088	62,034	4,877	314,265
Grants		43,555	92,005	97,289	139,751	47,963	992	421,555
Developer Contributions / CIL		31,931	44,066	43,461	64,427	6,592	45,869	236,346
Other External Funding Contributions		36	273	11	6,463	599	0	7,382
Revenue Contributions		1,000	5,950	17,950	3,950	950	8,839	38,639
Schools Contributions		28	0	0	0	0	0	28
Use of Capital Receipts		0	0	32,493	1,920	1,920	32,713	69,046
Use of Capital Reserves		0	0	4,403	12,498	8,496	3,702	29,099
TOTAL ESTIMATED PROGRAMME RESOURCES UTILISED		196,991	300,128	320,346	285,197	150,454	224,992	1,478,108
TOTAL ESTIMATED IN YEAR RESOURCES AVAILABLE		221,112	261,231	261,625	272,699	141,958	221,290	1,379,915
Capital Grants Reserve C/Fwd	43,993	63,986	22,785	0	0	0	0	0
Usable Capital Receipts C/Fwd	25,101	29,229	31,533	0	0	0	0	0
Capital Reserve C/Fwd	29,099	29,099	29,099	24,696	12,198	3,702	0	0

PUPIL PLACES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	£'000s
Provision of School Places (Basic Need)								
Existing Demographic Pupil Provision (Basic Needs Programme)	1,658	495	7,440	13,251	9,800	8,000	63,682	104,326
Page 44 2012 - 20/21 Basic Need Programme Completions	0	125	0	0	0	0	479	604
Cholsey - Expansion to 2FE (ED911)	1,365	830	0	0	0	0	107	2,302
St Blaise - Expansion to 1FE (ED860)	2,036	1,250	604	0	0	0	0	3,890
St Andrew's, Chinnor - Expansion to 2FE (ED920)	1,191	300	0	0	0	0	56	1,547
Five Acres - Repl Temporary Accommodation (ED912)	721	550	50	0	0	0	36	1,357
Manor, Long Hanborough - Expansion to 1.5FE (ED909)	2,206	1,300	50	0	0	0	24	3,580
Bardwell - Expansion (ED935)	407	950	143	0	0	0	0	1,500

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast							
		Current Year	Firm Programme			Provisional Programme			Total Scheme Cost £'000s
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s		
Wallingford - Expansion by 2FE (ED896)	674	4,700	1,100	461	0	0	0	6,935	
Stanton Harcourt - Expansion to AN20 (ED957)	71	550	0	0	0	0	22	643	
William Morris - Improvements to Support 1FE & Repl Temporary Classrooms (ED951)	118	1,500	382	0	0	0	0	2,000	
Knield - 1FE Temporary Accommodation (ED961)	121	1,250	187	0	0	0	0	1,558	
John Watson Secondary (ED934)	277	1,900	500	13	0	0	0	2,690	
BGN - 2FE Expansion (ED933)	339	2,000	3,500	1,570	0	0	0	7,409	
St Nicholas, East Challow (ED959) - Lower age range to 3-11	48	650	44	0	0	0	0	742	
Radley - Expansion to 1FE (ED936)	198	1,150	2,000	205	0	0	0	3,553	
Provision of School Places Total	11,430	19,500	16,000	15,500	9,800	8,000	64,406	144,636	

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost £'000s
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	
Growth Portfolio - New Schools								
West Witney, Curbridge (Windrush) - 1.5FE Primary School (ED927)	122	275	25	0	0	0	278	700
Orion (formerly Northfield) Special School - Replacement & Expansion (ED940)	6,760	5,700	340	0	0	0	0	12,800
Faringdon - 2FE Primary School (ED943)	545	6,000	3,000	579	0	0	0	10,124
Gloucester, Graven Hill - 2FE Primary School (ED919)	130	25	150	300	395	0	0	1,000
Wallingford - 2FE Primary School (ED930)	71	250	300	5,500	2,000	599	0	8,720
NE Didcot - 2FE Primary School (ED929)	33	700	9,500	2,400	227	0	0	12,860
Shrivenham - 1.5FE Primary School (ED945)	33	975	7,000	1,850	342	0	0	10,200
Grove Airfield - 2FE Primary School No. 1 (ED963)	30	25	2,000	900	145	0	0	3,100

Project/ Programme Name	Previous Years Actual Expenditure	Latest Forecast							
		Current Year	Firm Programme			Provisional Programme			Total Scheme Cost
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32		
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	
Grove Airfield - Secondary School (ED965)	2	200	200	200	21,028	0	0	21,630	
St Edburg's Primary School - Expansion to 3FE (ED955)	7	150	3,250	6,750	188	0	0	10,345	
SEND Free School - Faringdon (ED985)	0	25	50	925	200	0	0	1,200	
Project Development Budget	27	0	50	50	50	50	173	400	
New School Programme Completions	0	400	0	0	0	0	1,021	1,421	
Growth Portfolio Total	7,760	14,725	25,865	19,454	24,575	649	1,472	94,500	

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	£'000s
Annual Programmes								
Schools Access Initiative	0	175	250	200	200	200	1,275	2,300
Temporary Classrooms - Replacement & Removal	0	25	100	200	200	200	1,275	2,000
School Structural Maintenance	0	3,300	5,450	3,350	1,300	1,100	5,550	20,050
Annual Programme Total	0	3,500	5,800	3,750	1,700	1,500	8,100	24,350
Early Years Programmes								
Capacity Building - Early Yrs Entitlement	0	110	250	250	250	250	759	1,869
Early Years Programme Total	0	110	250	250	250	250	759	1,869
Retentions Total	1,407	0	0	0	0	0	715	2,122
PUPIL PLACES CAPITAL PROGRAMME EXPENDITURE TOTAL	20,597	37,835	47,915	38,954	36,325	10,399	75,452	267,477

MAJOR INFRASTRUCTURE CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast							
		Current Year	Firm Programme			Provisional Programme			Total Scheme Cost £'000s
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32		
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s		
HIF1 HIF1 A4130 Dualing	1,442	1,200	3,400	4,400	12,851	0	0	23,293	
HIF1 Didcot Science Bridge	1,509	1,650	6,000	16,000	27,000	5,271	0	57,430	
HIF1 Culham river crossing	2,663	3,450	8,000	5,000	71,000	34,803	0	124,916	
HIF1 Clifton Hampden bypass	1,359	1,400	3,800	9,500	12,169	0	0	28,228	
HIF1 DGT OBC development	591	0	0	0	0	0	0	591	
HIF1 LOCALITY PROGRAMME TOTAL	7,564	7,700	21,200	34,900	123,020	40,074	0	234,458	
HIF2 & A40 A40 Oxford North (N G'way)	2,232	6,200	8	0	0	0	0	8,440	
Oxford Science Transit Phase 2 - A40 Public Transport improvements	5,674	4,150	22,000	13,000	6,676	0	0	51,500	
HIF2 West Oxon A40 Smart Corridor	3,884	11,500	19,000	50,000	22,372	0	0	106,756	
A40 Access to Witney - Shores Green	477	2,550	7,000	3,700	198	0	0	13,925	

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	£'000s
B4044 Strategic Cycle Improvement (Development Budget)	66	200	104	0	0	0	0	370
Salt Cross to Eynhsam Underpass (Development Budget)	0	250	0	0	0	0	0	250
HIF2 & A40 LOCALITY PROGRAMME TOTAL	12,333	24,850	48,112	66,700	29,246	0	0	181,241
<u>BANBURY & BICESTER</u>								
NW Bicester A4095 Underbridge & Underpass	4,837	5,750	1,300	1,300	1,313	0	0	14,500
NW Bicester A4095 Road Realignment	343	1,219	0	0	0	0	0	1,562
NW Bicester A4095 Road Roundabout Improvements	200	750	4,200	350	0	0	0	5,500
M40 J10 Improvements	63	350	6,500	11,500	467	0	0	18,880
Access to Banbury North: A422 Hennef Way (Development Budget)	263	250	587	0	0	0	0	1,100
Ploughley Rd / A41 Junction Improvements, Bicester	196	550	2,800	254	0	0	0	3,800
Tramway Rd, Accessibility Improvements	163	500	2,500	1,404	0	0	0	4,567
A361 Road Safety Improvements	5,070	43	0	0	0	0	0	5,113

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast							
		Current Year	Firm Programme			Provisional Programme			Total Scheme Cost £'000s
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s		
Bicester Perimeter Road (Development Budget)	0	250	500	250	0	0	0	1,000	
Farmfield Road / Oxford Road - Junction Improvement (Development Budget)	4	250	500	241	0	0	0	995	
London Road, Bicester: Cycle Improvements	0	25	400	127	0	0	0	552	
2023 Improvements Programme (incorporating Kennington Bridge)	1,246	1,250	5,800	28,000	28,000	24,000	1,889	90,185	
BANBURY & BICESTER LOCALITY PROGRAMME TOTAL	12,385	11,187	25,087	43,426	29,780	24,000	1,889	147,754	
<u>OXFORD</u>									
Eastern Arc Phase 1 Access to Headington	17,321	75	119	0	0	0	0	17,515	
Oxford, Botley Rd	4,436	4,100	1,000	118	0	0	0	9,654	
Oxpens to Osney Mead Cycle	5,903	25	72	0	0	0	0	6,000	
Oxford Quiet Connector Cycling & Walking Routes	1,114	0	1,250	557	0	0	0	2,921	

Project/ Programme Name	Previous Years Actual Expenditure	Latest Forecast						Total Scheme Cost
		Current Year	Firm Programme		Provisional Programme			
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
Banbury Rd Improvements (Banbury Rd Corridor)	108	650	1,650	100	7,100	2,392	0	12,000
Woodstock Rd Improvements (Woodstock Rd Corridor)	112	900	4,500	6,500	488	0	0	12,500
Connecting Oxford (Development Budget)	210	300	900	192	0	0	0	1,602
A44 Corridor Improvements (Peartree & Cassington Roundabouts)	894	1,800	10,000	1,836	0	0	0	14,530
North Oxford Corridors - Kidlington	40	800	5,000	160	0	0	0	6,000
Riverside routes to Oxford city centre	2,226	875	930	0	0	0	0	4,031
Active Travel Phase 2	384	2,200	2,000	65	0	0	0	4,649
Walton Street	0	50	100	0	0	0	0	150
Oxford Zero Emission Zone	79	300	400	362	48	0	0	1,189
Oxford Controlled Parking Zones	0	0	500	500	335	0	0	1,335
OXFORD LOCALITY PROGRAMME TOTAL	32,827	12,075	28,421	10,390	7,971	2,392	0	94,076

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast							
		Current Year	Firm Programme			Provisional Programme			Total Scheme Cost £'000s
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32		
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s		
SOUTH & VALE									
Watlington Relief Rd	255	725	1,000	4,500	2,020	0	0	8,500	
Benson Relief Rd	486	325	2,800	389	0	0	0	4,000	
Milton Heights Bridge	87	150	3,500	2,400	1,051	0	0	7,188	
Wantage Eastern Link Rd (Phase 1-2 Contribution, P3)	72	2,550	6,250	202	0	0	0	9,074	
Ilford Junction & Relief to Marcham (Development Budget)	77	200	400	600	223	0	0	1,500	
Relief to Rowstock	245	500	300	600	7,400	1,755	0	10,800	
Science Vale Cycle Network Improvements	5,157	250	443	0	0	0	0	5,850	
Didcot Northern Perimeter Road 3 (Development Budget)	562	125	63	0	0	0	0	750	
A34 Lodge Hill Slips	1,523	1,950	10,500	13,500	336	0	0	27,809	
Golden Balls Roundabout A4074/B4015 (Development Budget)	0	375	400	225	0	0	0	1,000	

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	£'000s
Didcot Garden Town: Corridor & Jubilee Way (Development Budget)	0	100	250	650	0	0	0	1,000
A40 Minster Lovell, Access to Carterton (Development Budget)	0	0	0	710	0	0	0	710
A420 Coxwell Road Junction	0	0	467	467	816	0	0	1,750
Carterton Crossroads Improvements	0	0	125	275	0	0	0	400
A4130 Widening (Steventon Lights to Milton Interchange)	0	0	200	400	1,400	0	0	2,000
Science Vale Cycle NetworkPhase 2 (Development Budget)	0	0	200	200	600	0	0	1,000
Abingdon LCWIP	0	0	200	200	600	0	0	1,000
SOUTH & VALE LOCALITY PROGRAMME TOTAL	8,464	7,250	27,098	25,318	14,446	1,755	0	84,331
MAJOR INFRASTRUCTURE LOCALITY TOTAL	73,573	63,062	149,918	180,734	204,463	68,221	1,889	741,860

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast							
		Current Year	Firm Programme			Provisional Programme			Total Scheme Cost £'000s
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32		
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s		
COUNTYWIDE AND OTHER									
East-West Rail (contribution)	189	1,400	700	737	737	737	6,555	11,055	
Zero Emission Bus Regional Areas (ZEBRA)	0	0	3,000	3,000	0	0	0	6,000	
City Deal, Pinch Point, Local Growth Programmes - Completed Schemes	0	927	0	0	0	0	1,589	2,516	
Other Completed schemes	0	0	0	0	0	0	206	206	
COUNTYWIDE AND OTHER INTEGRATED TRANSPORT TOTAL	189	2,327	3,700	3,737	737	737	8,350	19,777	
MAJOR INFRASTRUCTURE CAPITAL PROGRAMME EXPENDITURE TOTAL	73,762	65,389	153,618	184,471	205,200	68,958	10,239	761,637	

HIGHWAYS ASSET MANAGEMNT PLAN CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost £'000s
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	
STRUCTURAL MAINTENANCE PROGRAMME								
Carriageways	0	7,025	8,500	9,200	4,000	4,000	21,125	53,850
Surface Treatments	0	7,150	5,300	4,700	2,400	2,500	11,000	33,050
Structural Highway Improvements	0	8,320	5,800	5,800	3,000	3,000	15,000	40,920
Footways & Cycleways	0	1,000	1,000	1,200	400	400	2,000	6,000
Drainage	0	1,800	1,800	2,000	750	750	3,625	10,725
Bridges	0	2,300	4,000	4,000	1,500	1,600	7,500	20,900
Public Rights of Way	0	285	300	300	125	125	625	1,760
Electrical	0	1,000	1,325	1,425	625	500	2,875	7,750
Traffic Signals	0	500	0	0	0	0	0	500
Section 42 contributions	0	1,700	1,700	1,700	750	750	3,750	10,350
Safety Fences	0	75	75	750	100	100	500	1,600

Project/ Programme Name	Previous Years Actual Expenditure	Latest Forecast						Total Scheme Cost
		Current Year	Firm Programme		Provisional Programme			
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
Minor Works: Traffic Schemes	0	430	430	430	200	200	1,000	2,690
Structural Maintenance Programme 2031/32	0	0	0	0	0	0	15,200	15,200
STRUCTURAL MAINTENANCE ANNUAL PROGRAMMES TOTAL	0	31,585	30,230	31,505	13,850	13,925	84,200	205,295
IMPROVEMENT PROGRAMMES								
Accessibility & Road Safety Schemes	0	1,738	2,000	2,000	2,000	753	0	8,491
Bus Journey Time Reliability	0	1,000	1,000	1,000	1,000	40	0	4,040
IMPROVEMENT PROGRAMMES TOTAL	0	2,738	3,000	3,000	3,000	793	0	12,531
Major schemes and other programme								
Street Lighting LED replacement	4,409	5,850	18,000	12,554	0	0	0	40,813
Part 6 Moving Vehicles Violations Cameras	0	0	300	500	500	200	1,200	2,700
Highways Bridges Recovery Programme	0	0	250	500	1,000	1,000	0	2,750
20mph Speed Limit	0	0	2,000	3,000	3,000	0	0	8,000
Broad Street	0	0	250	250	0	0	0	500

Project/ Programme Name	Previous Years Actual Expenditure	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
Tetsworth Embankment Works	2,313	40	270	0	0	0	0	2,623
Oxford Rd, Banbury	871	126	0	0	0	0	105	1,102
Kennington Railway Bridge	3,246	1,332	85	0	0	0	0	4,663
Network Rail Electrification Bridge Betterment Programme	499	0	0	0	0	0	1,767	2,266
Completed Major Schemes	0	0	0	0	0	0	593	593
STRUCTURAL MAINTENANCE MAJOR SCHEMES TOTAL	11,338	7,348	21,155	16,804	4,500	1,200	3,665	66,010
OTHER MAINTENANCE PROGRAMMES/PROJECTS								
Public Rights of Way (developer and Other funded)	0	0	100	200	200	200	100	800
Small schemes (developer and other funded)	0	1,102	800	800	800	800	984	5,286
OTHER MAINTENANCE PROGRAMMES/PROJECTS TOTAL	0	1,102	900	1,000	1,000	1,000	1,084	6,086
HIGHWAYS ASSET MANAGEMENT PLAN CAPITAL PROGRAMME EXPENDITURE TOTAL	11,338	42,773	55,285	52,309	22,350	16,918	88,949	289,922

PROPERTY & ESTATES, AND INVESTMENT STRATEGY CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year 2021 / 22 £'000s	Firm Programme 2022 / 23 2023 / 24 £'000s £'000s		Provisional Programme			Total Scheme Cost £'000s
					2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	
CORPORATE ESTATE DEVELOPMENT PROGRAMME								
Carterton Community Safety Centre	64	300	3,300	848	0	0	0	4,512
Bicester Library (CS13)	960	250	240	0	0	0	0	1,450
Westgate Library - Redevelopment	3,113	25	200	0	0	0	262	3,600
Adult Social Care Programme	0	0	0	0	0	0	3,689	3,689
Aston Children's Home (ED932)	135	250	1,600	565	0	0	0	2,550
Blackbird Leys Regeneration (Relocate Library)	0	50	100	850	0	0	0	1,000
Didcot Library & Community Hub (CS19)	28	0	75	775	722	0	0	1,600
New Salt Store & Accommodation (R20)	2,200	0	100	2,655	0	0	0	4,955
Drayton Depot	0	360	540	100	0	0	0	1,000
Bampton Library Improvements (PE40)	0	90	0	0	0	0	0	90

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	£'000s
BIPC (Westgate) (PE42)	0	73	0	0	0	0	0	73
Collaborative Asset Management Programme	0	0	500	1,000	2,000	1,000	0	4,500
Service Requirements	0	0	1,250	2,000	4,800	2,500	1,450	12,000
CORPORATE ESTATE DEVELOPMENT PROGRAMME TOTAL	6,500	1,398	7,905	8,793	7,522	3,500	5,401	41,019
<u>CLIMATE ACTION PROGRAMME</u>								
SALIX Energy Programme	0	50	150	150	150	150	80	730
Electric Vehicles Charging Infrastructure	100	10	0	0	0	0	0	110
One-Fleet EV Charging Point	11	0	100	289	0	0	0	400
Climate Action Recycling Fund	0	0	0	500	500	600	900	2,500
Green Homes Grant	0	1,500	0	0	0	0	0	1,500
Car Parks - Electrical Vehicle Charging Points	0	1,199	0	0	0	0	0	1,199
CLIMATE ACTION PROGRAMME TOTAL	111	2,759	250	939	650	750	980	6,439

Project/ Programme Name	Previous Years Actual Expenditure	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
<u>CORPORATE ESTATE CONDITION (Non-School) PROGRAMMES</u>								
Minor Works Programme	0	400	250	250	0	0	297	1,197
Health & Safety (Non-Schools)	0	75	800	250	250	250	1,500	3,125
Defect Liability Programme	5,056	4,000	3,000	2,944	0	0	0	15,000
Public Sector De-Carbonisation Grant Programme	0	2,000	135	0	0	0	0	2,135
State Decarbonisation / Condition Programme	0	50	1,000	2,000	950	0	0	4,000
CORPORATE ESTATE CONDITION PROGRAMMES TOTAL	5,056	6,525	5,185	5,444	1,200	250	1,797	25,457
<u>INVESTMENT STRATEGY</u>								
Planning Consents Programme	0	0	750	750	0	0	0	1,500
Office Rationalisation & Co-location Programme	0	0	2,000	2,000	700	0	0	4,700
Building & Site Enhancements Programme	0	0	3,000	6,000	2,000	0	0	11,000
Resonance Fund	0	500	2,000	2,500	0	0	0	5,000

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	£'000s
Purchase of Land	7	0	0	0	0	0	437	444
INVESTMENT STRATEGY PROGRAMME TOTAL	7	500	7,750	11,250	2,700	0	437	22,644
<u>WASTE MANAGEMENT PROGRAMME</u>								
Waste Recycling Centre Infrastructure Programme	0	196	0	0	0	0	0	196
WASTE MANAGEMENT PROGRAMME TOTAL	0	196	0	0	0	0	0	196
Retentions (completed schemes)	0	0	0	0	0	0	261	261
PROPERTY & ESTATES, AND INVESTMENT STRATEGY CAPITAL PROGRAMME EXPENDITURE TOTAL	11,674	11,378	21,090	26,426	12,072	4,500	8,876	96,016

ICT STRATEGY CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32	Cost
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
ICT STRATEGY PROGRAMME								
Children Services - ICT (Phase 1&2)	313	2,350	425	200	0	0	49	3,337
Broadband for Businesses in Rural Oxfordshire (BiRO)	853	1,000	4,000	461	0	0	0	6,314
Rural Gigabit Hub Site	0	500	4,000	2,500	1,000	0	0	8,000
Digital Infrastructure	4,599	3,810	1,791	1,475	1,100	250	5,170	18,195
ICT STRATEGY PROGRAMME EXPENDITURE TOTAL	5,765	7,660	10,216	4,636	2,100	250	5,219	35,846

PASSPORTED FUNDING CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast							
		Current Year	Firm Programme			Provisional Programme			Total Scheme Cost £'000s
		2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	up to 2031 / 32		
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s		
THIRD PARTY GROWTH & HOUSING DEAL Local Growth Fund									
LGF - Remaining Projects	0	5,858	0	0	0	0	0	5,858	
Getting Building Fund	264	7,453	736	0	0	0	0	8,453	
Housing Deal Housing	25,467	10,000	0	0	0	0	0	35,467	
THIRD PARTY GROWTH & HOUSING DEAL TOTAL	25,731	23,311	736	0	0	0	0	49,778	
PASSPORTED FUNDING									
Disabled Facilities Grant									
Disabled Facilities Grant	0	6,658	6,658	0	0	0	0	13,316	
Public Health PHE Wayfinding Grant	0	52	0	0	0	0	0	52	

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	£'000s
Schools Capital Devolved Formula Capital	0	750	700	650	600	400	800	3,900
PASSPORTED FUNDING TOTAL	0	7,460	7,358	650	600	400	800	17,268
SPECIALIST HOUSING & FINANCIAL ASSISTANCE FCH - New Schemes & Adaptations to Existing Properties	0	250	550	250	250	250	1,750	3,300
Deferred Interest Loans (CSDP)	0	50	50	50	50	50	100	350
Loans to Foster/Adoptive Parents	0	85	50	50	50	50	50	335
SPECIALIST HOUSING & FINANCIAL ASSISTANCE TOTAL	0	385	650	350	350	350	1,900	3,985
PASSPORT FUNDING PROGRAMME EXPENDITURE TOTAL	25,731	31,156	8,744	1,000	950	750	2,700	71,031

VEHICLES & EQUIPMENT CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Latest Forecast						
		Current Year	Firm Programme		Provisional Programme			Total Scheme Cost
		2021 / 22 £'000s	2022 / 23 £'000s	2023 / 24 £'000s	2024 / 25 £'000s	2025 / 26 £'000s	up to 2031 / 32 £'000s	£'000s
Vehicles & Equipment								
Fire Protective Equipment	0	0	700	50	0	0	0	750
F&RS Vehicles replacement	0	800	800	800	800	800	4,800	8,800
RFID Kiosk Replacement	0	0	500	100	0	0	0	600
Library Furnishing Enhancement Programme (PE41)	0	0	260	0	0	0	0	260
VEHICLES & EQUIPMENT CAPITAL PROGRAMME EXPENDITURE TOTAL	0	800	2,260	950	800	800	4,800	10,410

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Divisions Affected - Kirtlington & Kidlington North, Kidlington South

CABINET

18 January 2022

Kidlington Local Cycling and Walking Infrastructure Plan

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to approve the Kidlington Local Cycling and Walking Infrastructure Plan.**

Executive Summary

2. The Kidlington Local Cycling and Walking Infrastructure Plan sets out a cycling and walking network plan for the village including links to neighbouring rural settlements and measures to improve the network over a ten-year timescale to 2031. An improved comprehensive network will increase the uptake of active travel modes.
3. Kidlington's Local Cycling and Walking Infrastructure Plan supports the nearby development sites identified within Cherwell District Council's Local Plan Partial Review and will fit well alongside the wider transport, environment, healthy place-shaping policies.
4. A Climate Impact Assessment has been included as an additional Annex. The output of this assessment shows further justification for the Kidlington Local Cycling and Walking Infrastructure Plan in regard to the impact it will have on people and place in the affected areas.

Exempt Information

5. No exempt information applicable.

Introduction

6. The Kidlington Local Cycling and Walking Infrastructure Plan is the third Local Cycling and Walking Infrastructure Plan to be developed in Oxfordshire, with the first two being for Oxford and Bicester approved by County Council Cabinet in 2020. The Local Cycling and Walking Infrastructure Plan programme is a key

part of the strategy for achieving Active & Healthy Travel and helping to meet the Council's aims and objectives on Climate Action, Air Quality and Healthy Place Shaping. Further Local Cycling and Walking Infrastructure Plans are now being prepared for Abingdon, Didcot, Witney and Banbury.

7. Kidlington Local Cycling and Walking Infrastructure Plan is based on existing County and District policy, particularly the Local Transport Plan 4 (A44 and A4260 Study) and Kidlington Masterplan. Its delivery will also meet Council aims and objectives on Climate Action, Air Quality and Healthy Place Shaping. Kidlington Local Cycling and Walking Infrastructure Plan will also become a subsidiary document of the forthcoming Local Transport and Connectivity Plan 5.
8. The Plan sets out clear proposals for how to encourage cycling and walking in Kidlington. It sets out the evidence for increasing cycling and walking, including policies and programmes to achieve this, along with outline plans for each proposed new cycling and walking route. It will also be important in the context of climate action, with the role of active and healthy travel a key national priority in this work. When used in combination with Department for Transport's LTN 1/20 guidance compliant infrastructure we can expect an increase in cycling and walking where it will be a more attractive mode of travel in Kidlington.

National Policy

9. The Local Cycling and Walking Infrastructure Plan is an output of national Government policy. It forms an essential element of the national Cycling and Walking Investment Strategy in which there is an ambition to double cycling nationally by 2025. The Cycling and Walking Investment Strategy obliges Government to identify funding to achieve those ambitions.
10. The Kidlington Local Cycling and Walking Infrastructure Plan has two functions: firstly, it sets out evidence-backed plans of how the Council could achieve a measurable and step-change increase in cycling and walking in Kidlington. Secondly, for the Government, it sets out the scale of our ambition to achieve this change. It includes a detailed analysis of the challenges and potential impact of cycling and walking schemes, and a base target to increase cycle journeys in Kidlington in line with delivery of a comprehensive cycle network.
11. The Government has indicated that Local Cycling and Walking Infrastructure Plans will be a key document in the allocation of Cycling and Walking Investment Strategy funding to local authorities. Local Cycling and Walking Infrastructure Plans also feature strongly in recent Government advice to local authorities in response to the Covid 19 crisis. Reallocating Road Space statutory guidance and the Department for Transport letter (27 May 2020) allocating emergency active travel funding both include a statement that it will "enable local authorities to implement schemes already planned in Local Cycling and Walking Infrastructure Plans". It also very much fits with the 'Gear Change: A Bold Vision for Cycling and Walking' document published by central government on 28 July 2020 which recognises the importance of Local Cycling

and Walking Infrastructure Plans in planning for cycle improvements

Key issues and proposals

12. The proposed measures will support both the County Council and District Council in developing Healthy Place Shaping to help address inequalities and the health and well-being of residents to make Kidlington a healthier, inclusive and happier place.
13. The Kidlington Local Cycling and Walking Infrastructure Plan recognises the difficult challenges of achieving such a modal shift towards cycling and walking as the normal mode of travel for short journeys across Kidlington and neighbouring villages, including opportunities for Active Travel connections to the railway stations and the Park & Ride sites.
14. The Kidlington Local Cycling and Walking Infrastructure Plan also supports the planned growth both locally and in neighbouring areas. As Kidlington grows over the coming years with the imminent Partial Review Sites, the challenge is to what extent these local trips will be by car, which in turn will determine whether the village faces significant congestion along its main roads. Additionally, there is already an Air Quality Management Area declared for Bicester Road (north-south) which would be exacerbated by more traffic. Detailed data analysis shows that many, if not most of these short trips within Kidlington could be made on foot or by cycle.

Engagement and communications

15. Development of the Local Cycling and Walking Infrastructure Plan has been informed by:
 - (a) Local member engagement throughout the development of the Local Cycling and Walking Infrastructure Plan
 - (b) Engagement with the Kidlington cycling and walking contacts in 2021, followed by further discussions with the newly formed Bicycle Users Group on draft Local Cycling and Walking Infrastructure Plan proposals
 - (c) Engagement with Bicester Transport Advisory Group, followed by presentations to local County members on progress in 2021
 - (d) Engagement with Cherwell District Council Active Travel Officers and relevant Parish Councils (including Kidlington Parish Council)
 - (e) Feedback was sought as part of the Oxfordshire-wide online public engagement in October 2021 and closing on the date of Directorate Leadership Team submission

Corporate Policies and Priorities

16. The Kidlington Local Cycling and Walking Infrastructure Plan will support the Oxfordshire County Council's vision for thriving communities in Oxfordshire. Regular plan reviews alongside public engagement will help to shape future iterations of the Local Cycling and Walking Infrastructure Plan.
17. The Local Cycling and Walking Infrastructure Plan will specifically aim to support the delivery of services that will directly enhance the quality of life, improve health and well-being, help to reduce the impact of climate change and protect the local environment. It will do this by making active and sustainable modes of travel more attractive. This too will directly impact every child in the area that travels to school by cycling and walking, and thereby give them a good start in life with the necessary skills that support long-term health outcomes.
18. Given the geotechnical layout of Kidlington and the surrounding villages, it will help to tackle inequality by ensuring that everyone travelling in Kidlington can do so on a network designed around the latest guidance (Department for Transport's LTN 1/20 Guidance). This will ensure that active travel in Kidlington is safe, coherent, attractive, comfortable and as direct as possible.

Financial Implications

19. The Local Cycling and Walking Infrastructure Plan will help us negotiate funding with developers and bid for government funding as demonstrated by the recent Emergency Active Travel Fund bid process.
20. Development of any new Local Cycling and Walking Infrastructure Plan schemes will need to be considered through the County Council capital programme budget setting process as funding becomes available.
21. Any new cycling and walking infrastructure will have revenue implications during the options phase and due to the need for ongoing maintenance. The specific requirements would be identified through the design stages of any scheme, and where possible the relevant commuted sums identified.

Comments checked by:

Rob Finlayson, Finance Business Partner, Rob.Finlayson@Oxfordshire.gov.uk

Legal Implications

22. The Local Cycling and Walking Infrastructure Plan is likely to require the County Council to exercise its powers to make traffic orders to regulate traffic in the Kidlington Area. The appropriate statutory consultation will take place as and when any orders are promoted, together with compliance with any relevant statutory duty applicable at the time.

Comments checked by: Jennifer Crouch

p/p Christian Smith, Head of Legal, Christian.Smith@Oxfordshire.gov.uk

Staff Implications

23. Individual schemes within the Local Cycling and Walking Infrastructure Plan will require development and delivery which would only take place should suitable budgets or bid grants be identified.

Equality & Inclusion Implications

24. Investment in cycling and walking measures improves travel choice and encourages active, healthy lifestyles. The Local Cycling and Walking Infrastructure Plan can make a positive contribution to improving connectivity across the village through improved access to cycling and walking infrastructure for all socio-economic groups and through encouraging active travel could help to reduce inequalities in health.
25. Improved cycle and walking routes will help accessibility between the more deprived areas in Kidlington and the rest of the village.
26. Fewer motorised vehicle trips in the village will improve air quality and reduce the health impact of air pollution.
27. Individual schemes can have a negative equality impact, but this will be considered at design stage. The design stage will also consider wheelchair and other wheeled access.

Sustainability Implications

28. The Kidlington Local Cycling and Walking Infrastructure Plan will assist with a transport modal shift from less sustainable modes of travel to modes of transport that are both beneficial for the environment and also for people that live in, work in and commute through Kidlington.

Risk Management

29. There is a summary of issues within the Annex A (Annex 1 - Table 1.11) of the Kidlington Local Cycling and Walking Infrastructure Plan draft identifying potential issues and solutions relating to cycling and walking routes in Kidlington Village Centre. The key outcome is that there are no concerns that can have a detrimental impact as a direct result of the adoption of the Kidlington Local Cycling and Walking Infrastructure Plan. However, not adopting and implementing the Local Cycling and Walking Infrastructure Plan could have an undesirable impact on Kidlington and the surrounding villages (including but not limited to worsening air quality, quality of life, increased road congestion and the unavailability of future active travel funding).

Consultations

30. Cherwell District Council organised the initial public consultation in Spring 2021. Public consultation on the final draft Kidlington Local Cycling and Walking

Infrastructure Plan commenced on 7 October 2021 and closed on 8 November 2021.

31. Transport Officers engaged with County, District and Parish Councillors during the public consultation period and received positive feedback.
32. A total of 20 responses were received during the consultation period including a group response from Kidlington Parish Councillors. 88.9% of respondents were satisfied with the proposals in the Local Cycling and Walking Infrastructure Plan document and the majority agree the changes are sufficient to encourage them to use active travel more and therefore achieve the desired outcome. The outstanding 11% that were not completely satisfied were due to road defects and new surfacing that will be picked up when we look at individual schemes.
33. Officers will make minor amendments based on points received during the consultation engagement.
34. Local Members have expressed support for the Kidlington Local Cycling and Walking Infrastructure Plan.

Bill Cotton
Corporate Director for Environment and Place

Annex: Annex A - Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP).

Annex B - Climate Impact Assessment.

Background papers: Nil.

Other Documents: Nil.

Contact Officer: Eric Stevens, Senior Transport Planner, 07436700673,
eric.stevens@oxfordshire.gov.uk

January 22

Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP)

December 2021

Contact: activetravel@oxfordshire.gov.uk



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Executive summary

The Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) is a document that identifies the location and types of improvements to the cycling and walking network that are required to support more people to cycle and walk. The LCWIP is a ten-year plan encompassing the urban area of Kidlington and Gosford and its links to the surround villages of Hampton Poyle, Islip, Yarnton, Begbroke, Thrupp, Shipton on Cherwell and Bunkers Hill.

Underpinning an LCWIP is national and local guidance and policies. These include a commitment to making cycling and walking the natural mode choices for short journeys or as part of longer journeys, in order to promote active, healthy, sustainable lifestyles. The climate emergency also features heavily in policies and transport is a key facet in mitigating and adapting to this. The Oxfordshire County Council Climate Action Plan states a commitment to the county being carbon neutral by 2040 and sustainable travel is important to achieving this.

The Kidlington LCWIP identifies the key routes and destinations where improvements for cycling are needed, including Oxford Road, Banbury Road and Kidlington Village Centre. The proposed improvements include:

- traffic free routes
- speed reductions to 20mph
- protected space for cycling
- additional road crossings and
- reviewed and improved junctions

Similarly, improvements for walking are identified, by focusing on key walking zones, most notably in Kidlington Village Centre. These include:

- wider footways
- improved road crossings and
- removal of physical barriers

The underlying ambition of the LCWIP is to create a cycling and walking network within Kidlington and Gosford built-up area that is accessible for all and where everyone feels safe and cycling and walking, ultimately making them the preferred mode of travel for journeys within the area.

The improvements proposed are considered based on priority and speed of delivery priority. Those considered to have the greatest impact on cycling and/or walking will be the priority of future funding bids. Certain improvements, such as 20mph speed limit reductions are categorised as ‘quick wins’ meaning that these improvements are easier to deliver and this should be taken forward as soon as possible.

In accordance to county-wide policies, the LCWIP will be reviewed on a yearly basis to keep track of progress and ensure the plans remain relevant and up to date.

1. Introduction

1.1. What is a Local Cycling and Walking Infrastructure Plan (LCWIP)?

The LCWIP is an output of national Government policy. It forms an essential element of the national Cycling and Walking Investment Strategy (CWIS) in which there is an ambition to double cycling nationally by 2025. The CWIS obliges Government to identify funding to achieve those ambitions.

Central government has indicated that the LCWIP will be a key document in the allocation of funding to local authorities and LCWIP guidance emphasises the importance of an evidence review of cycling and walking, explicitly stating that “evidence of the benefits of schemes will also strengthen the case for further investment”.

Having an LCWIP in place can also help to guide better integration with new development and use of other funding streams. The final document will be incorporated within the Cherwell Local Plan and Oxfordshire’s Local Transport Plan.

1.2. Scope of the Kidlington LCWIP

The Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) comprises of the Kidlington and Gosford urban area and links to immediately surrounding villages of Hampton Poyle, Islip, Yarnton, Begbroke, Thrupp, Shipton-on-Cherwell and Bunkers Hill.

This provides an opportunity to identify improvements for access on foot and by cycle between these villages and the local facilities available within Kidlington, which includes high frequency bus services, rail services primary schools and a secondary school, shops, leisure centre and library. These villages are all within 4km from Kidlington’s local centre and are within typical thresholds for journeys on foot or by cycle.

The LCWIP will also ensure the provision of walking and cycling routes to future development areas as identified within the Cherwell Local Plan Review to 2040 (2020).

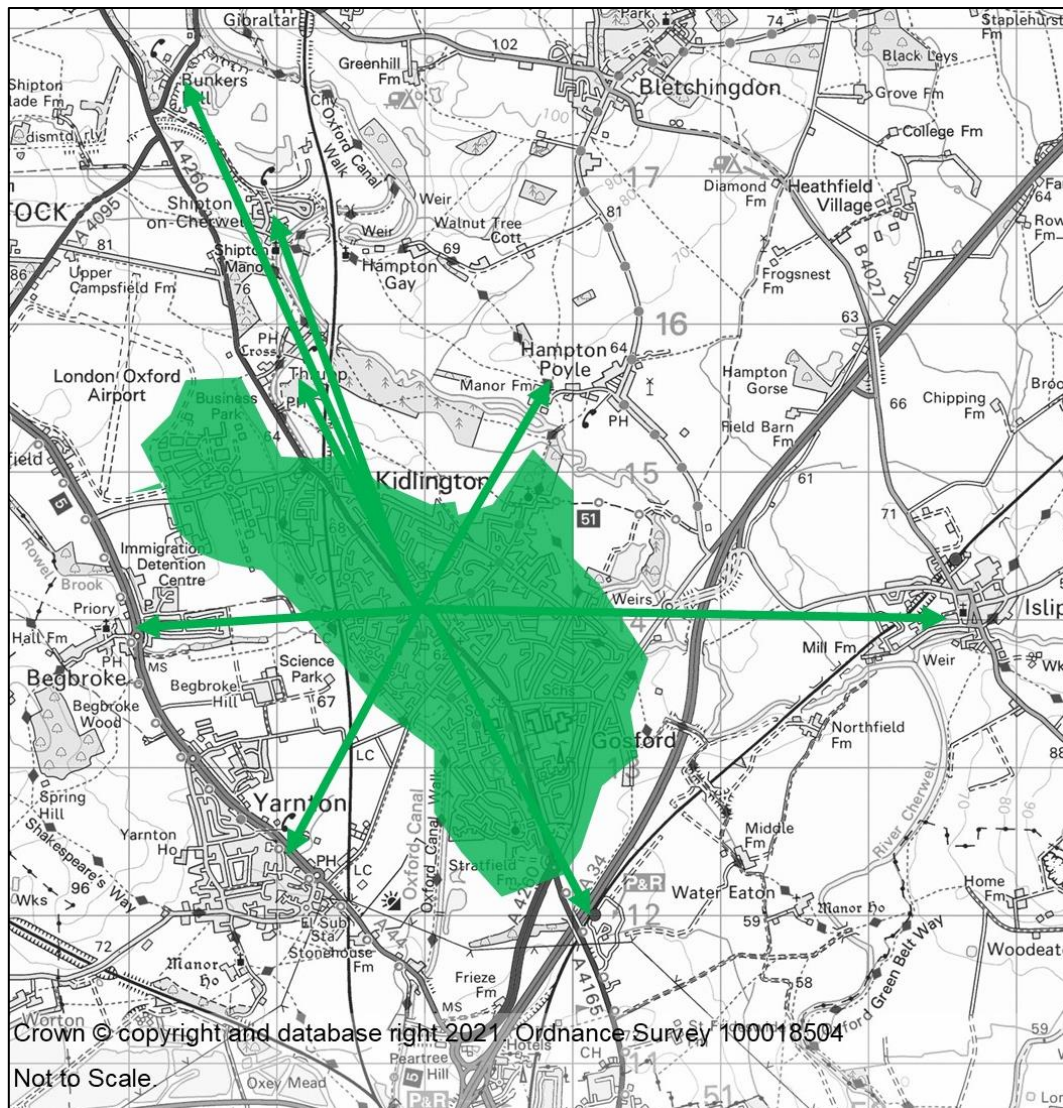


Figure 1. Kidlington LCWIP Area

Table 1. Overview of villages within 4 km of Kidlington

Village	Distance from centre of Kidlington	Facilities
Yarnton	2 km	<ul style="list-style-type: none"> • Pre-school • Primary school • Medical practice • Pharmacy • Hair salon • Convenience store • Village hall • Public house
Begbroke	2 km	<ul style="list-style-type: none"> • Village hall • Public house

Islip	3.5 km	<ul style="list-style-type: none"> • Doctors surgery • Community shop • Village hall • 2 public houses
Thrupp	2 km	<ul style="list-style-type: none"> • Public house • Tea rooms • Canoe and kayak hire
Hampton Poyle	2 km	<ul style="list-style-type: none"> • Restaurant / hotel
Shipton-on-Cherwell	3.5 km	<ul style="list-style-type: none"> • Village hall
Bunkers Hill	4 km	<ul style="list-style-type: none"> • Bunkers Hill • Plant nursery

1.3. Why are cycling and walking so important?

Increasing cycling and walking has many additional benefits over the alternative of increasing car use and resulting congestion. The benefits of cycling and walking are solidly backed up by a wealth of research, policy and practice. They give real life benefits and prevent real life costs for the individual, the community and nationally. Many of the benefits have either immediate or longer-term monetary savings. Others are more difficult to measure but are still just as real – for example, quality of life and urban realm benefits. In summary they are:

- Urban decongestion benefits – cycling and walking are very space-efficient modes and permit highly efficient urban movement within a town or city.
- Journey time benefits – typically cycling journeys in urban areas, particularly during the day, are quicker than going by car or bus
- Health benefits – regular brisk cycling and walking keep people fit and healthy, helping prevent a wide range of causes of death, disability and ill health
- Air quality and climate change benefits – cycling and walking emit no air pollutants nor climate change gases. Their use can have a big impact, particularly when they replace car use and car ownership
- Safety benefits – cycling and walking are the safest of all modes in terms of road injuries to other road users. They also have relatively low injury rates compared to many other healthy activities and the health benefits far outweigh any risk.
- Urban realm benefits – cycling and walking are virtually noise-free and together they fit in easily with a pleasant environment in town centres and residential neighbourhoods

1.4. Policy context

There is an established policy commitment to increase cycling and walking mode shares at both national and local levels, with an increase in these modes contributing to reductions in emissions, healthier lifestyles and higher quality placemaking.

Cycling and Walking Investment Strategy

At a national level, the Cycling and Walking Investment Strategy sets out the Government's ambition for cycling and walking in England, which is to "make cycling and walking the natural choices for shorter journeys, or as part of a longer journey" by 2040. To achieve this various locations need to be made safer, better connected and more accessible for all, with high-quality design of cycling and walking infrastructure at the centre of decision making.

Oxfordshire Local Transport Plan

The Oxfordshire Local Transport Plan (LTP4) reflects this national government ambition, with policies aimed at increasing the proportion of journeys that are made on foot (Policies 17, 19, 34), by cycle and public transport. These include policies to improve the safety of cycling and walking for school journeys (Policy 20). An update to this document is currently taking place.

Cherwell Local Plan

The Cherwell Local Plan (2011-2031) and The Cherwell Local Plan Part 1 Partial Review (2020) set out the long term strategic 'spatial vision' for Cherwell. This includes policies to ensure employment and residential development areas are well connected by sustainable modes (Policies SLE 1 and 4). There is also a commitment to improving the Oxford Canal towpath for cycling and walking (Policy ESD16).

Kidlington Framework Masterplan

The Kidlington Framework Masterplan Supplementary Planning Document provides more detailed advice and guidance on policies in the Cherwell Local Plan in relation to Kidlington. In addition, the Masterplan provides a detailed overview of the existing constraints and opportunities and represents a key reference point for this Local Cycling and Walking Infrastructure Plan.

Climate Action Plans

There is a concerted effort across all policy documents to respond to the Climate Change Emergency. Oxfordshire County Council have produced a Climate Action Plan and Cherwell District Council have included policies that commit to mitigating and adapting to climate change in their local Plan, with transport playing a key role in this (Policy ESD1).

Figure 2 provides an overview of the local policy context.

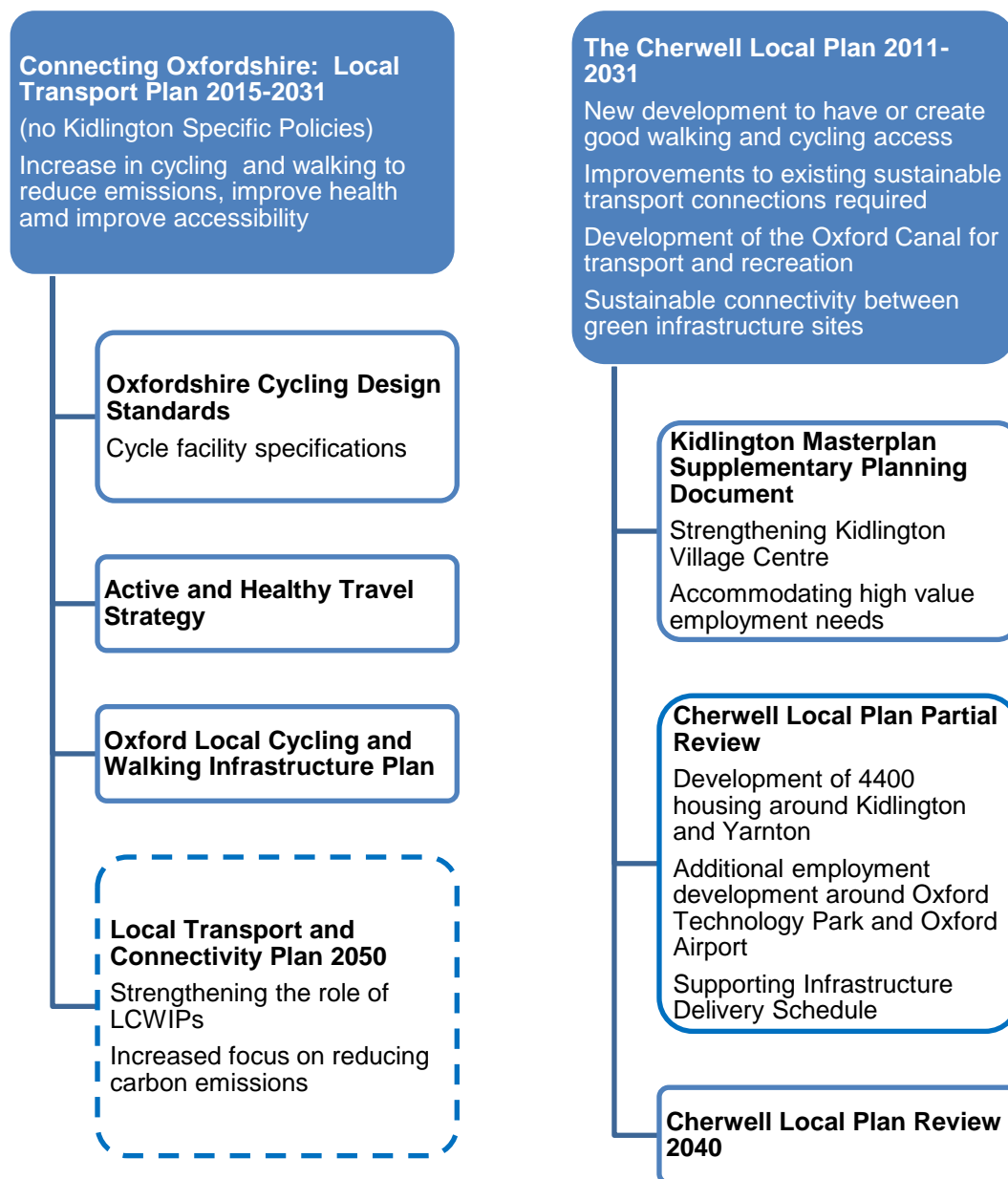


Figure 2. Summary of local policy context

1.5. Additional guidance

The Kidlington area LCWIP has been prepared following a detailed review of the existing conditions for people cycling and walking, the identification of preferred cycle routes using the Department for Transport's Propensity to Cycle Tool, reference and adherence to where possible the latest cycling design guidance (LTN 1/20, which Table 2 summarises)

and Oxfordshire Walking Design Standards. The proposed network is set within the context of development plans identified within the Cherwell Local Plan 2011-2031 (Part 1) Partial Review and the Kidlington Framework Masterplan Supplementary Planning Document.

Table 2. Core Design Principles for cycling infrastructure, as shown in the Local Transport Note 1/20 (DfT, 2020)

Coherent	Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.
Direct	Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.
Safe	Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.
Comfortable	Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.
Attractive	Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

Consultation has also taken place with local members, Parish Councils, residents and cycle groups to guide the development of the LCWIP. A summary of the main themes within the consultation responses is attached as **Table 1.15** Summary of issues on cycling and walking routes to Hampton Poyle

Pedestrian Routes	Potential Solutions
No cycle parking at St Mary's car park	Provide cycle parking
Cycle Routes	
NCN51 traffic free track has a rough surface in places potentially limiting access by mobility scooters and reducing comfort for road bike users	Renewed/improved surfacing
Barrier restricts use at Oxford Road entry to track	Remove barrier and replace with alternative provision to restrict entry by motor vehicles
NCN51/Oxford Road subject to fast moving traffic	Designation as a quiet lane

Annex 2. Initial consultation.

2. Existing conditions

2.1. Cycling commuting patterns

It is important to understand existing travel and commuter behavioural patterns ahead of proposing ways in which to make improvements.

The Propensity to Cycle Tool (PCT) has been used to identify baseline (2011 Census) cycle commuting modal shares and the existing network. **Figure 3** shows the baseline use of routes by cyclists. This shows how Oxford Road is the most utilised cycle route within Kidlington with residential roads feeding into this route. Usage increases to the south of the roundabout junction with Frieze Way (Kidlington Roundabout).

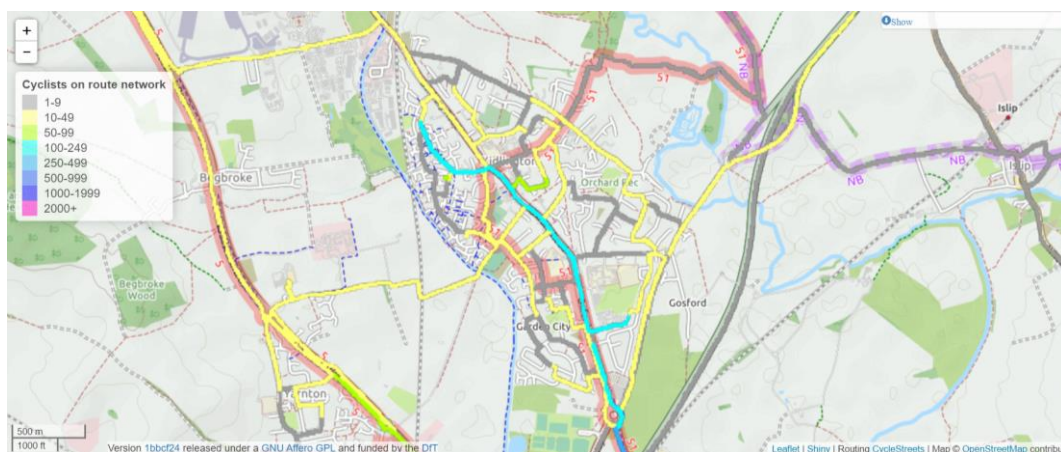


Figure 3. Baseline Commuter Cycling Routes

Source: based on data from PCT Census 2011.

Figure 4 shows the baseline cycling commuter densities. Parts of Kidlington are shown to historically have a 10-14% cycling to work mode share (compared to a 2% national average).

Figure 5 shows Census 2011 cycle commuting destinations from Kidlington with the greatest movement between Kidlington and Oxford with additional movement between Kidlington and Woodstock and Kidlington and Yarnton emphasising the existing propensity to cycle between Oxford and Kidlington for commuting trips. The 2011 Census recorded that 44% of all commuting trips originating within the Kidlington area were to destinations within Oxford.

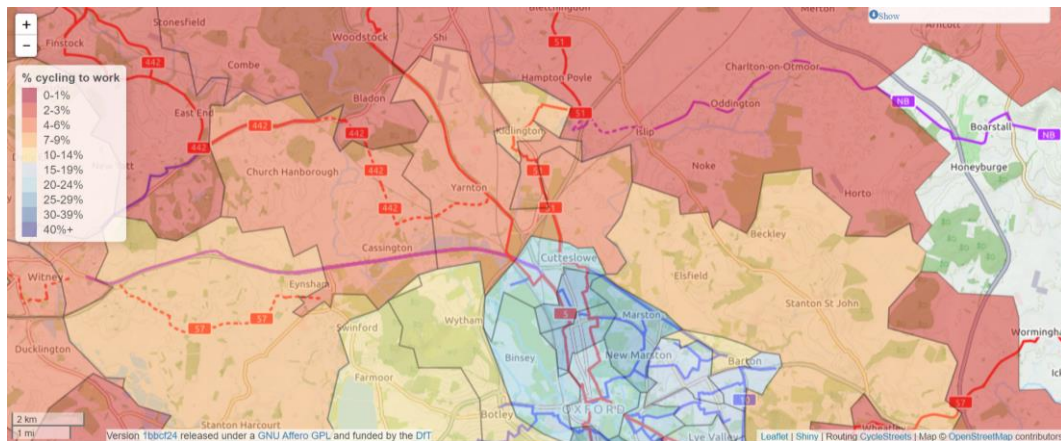


Figure 4. Baseline Commuter Cycle Densities
Source: PCT Census 2011.

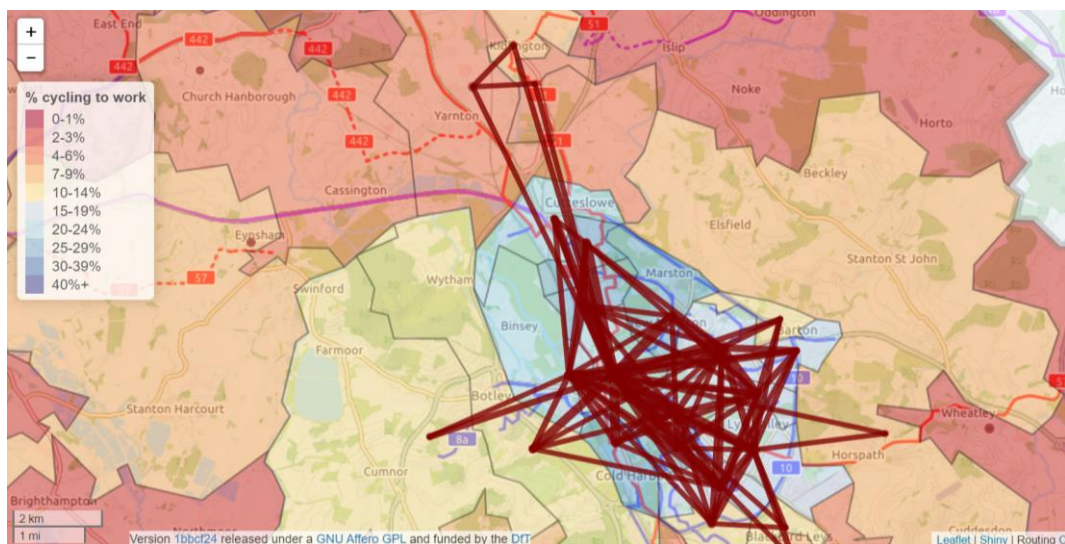


Figure 5. Baseline cycle commuter destinations from Kidlington
Source: PCT Census 2011.

2.2. Cycling and walking for other trip purposes

Commuting represents just a small proportion of journeys made on foot and by cycle. Leisure purposes (visiting friends at home and elsewhere, entertainment, sport, holiday and day trip) and ‘just going for a walk’ make up 40% of the purposes of a trip made on foot for the average person (NTS, 2019 – see Figure 6). Similarly, 34% of cycle trips are for leisure purposes.

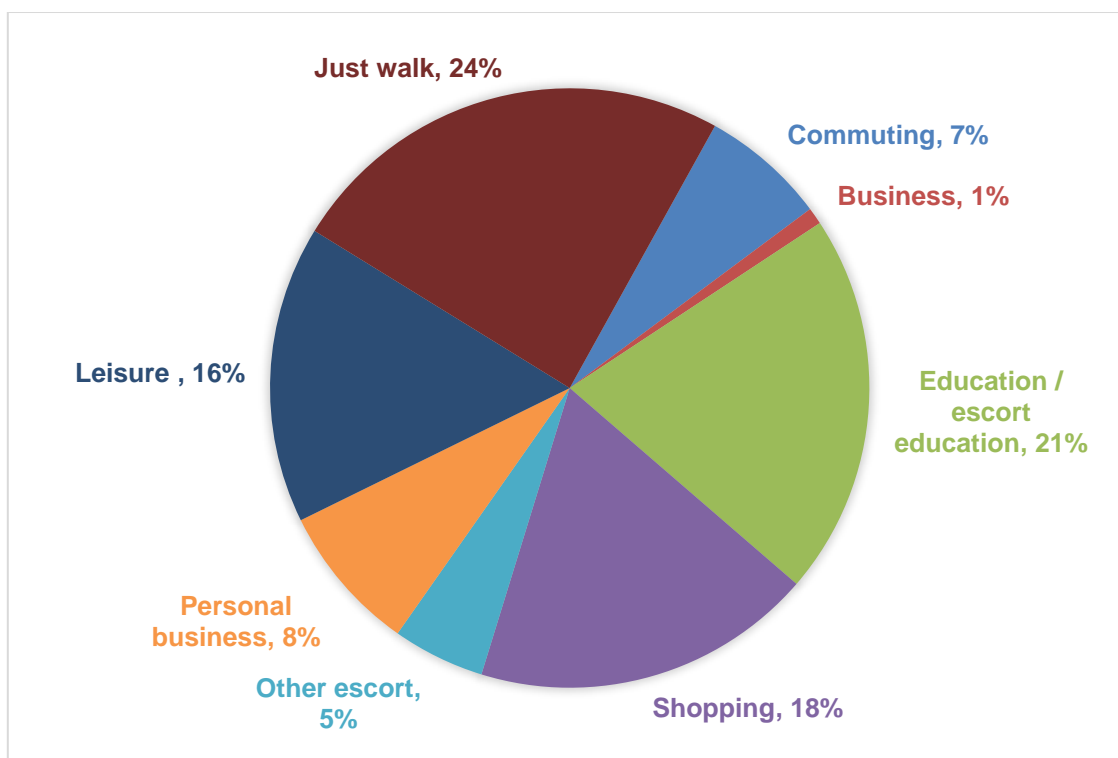


Figure 6. Reasons why people walk – the average person

Source: National Travel Survey, 2019

Statistics from the National Travel Survey and Active Lives Survey (Department for Transport, 2020) show the propensity to walk and cycle for both leisure and travel purposes. [Table 3](#) compares the frequency of cycling for leisure with that for the purposes of travel.

Table 3. Percentage of adults that cycle, by frequency, purpose and local authority, England, 2018-2019

Source: Department for Transport 2020

	Cycling for leisure				Cycling for travel			
	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week
England	13.1	7.6	2.1	1.0	7.6	5.9	3.1	1.9
Oxfordshire	19.1	11.3	2.9	1.4	16.9	14.4	8.5	5.9
Cherwell District	15.3	8.5	1.2	0.6	7.8	6.1	3.5	1.8

The proportion of adults who regularly cycle in Oxfordshire is higher than that for England for both leisure and travel purposes, however within Cherwell District this falls below the national average in many scenarios.

Table 4 compares the frequency of walking for leisure with that for the purposes of travel.

Table 4. Percentage of adults that walk, by frequency, purpose and local authority, England, 2018-2019

Source: Department for Transport 2020)

	Walking for leisure				Walking for travel			
	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week
England	63.8	50.9	23.1	16.7	49.3	42.1	22.7	16.3
Oxfordshire	72.7	56.0	23.1	16.5	53.9	45.4	25.3	17.5
Cherwell District	70.9	53.6	22.7	16.6	48.4	38.1	20.2	13.7

Cycling and walking are shown to be an important leisure activity. This further emphasises the need to consider the amenity value of cycling and walking routes, access to existing green routes such as the canal towpath and the important role of active travel in helping to provide opportunities for regular exercise.

2.3. School travel

Typically, children make more trips on foot than any other age group, this is largely accounted for by the journey to and from school. On average 46% of children aged 5 to 10 years and 39% of children aged 11 to 16 years travel to school on foot. For journeys to school that are a mile or less this increases to 80% and 95% respectively (National Travel Survey 2019). Nationally, rates for cycling to school are very low (3% for secondary age groups and 1% for primary age groups).

The PCT provides a 2011 baseline for cycling to school. Figure 7 shows the key routes to schools. Oxford Road is shown to be a key route to Kidlington's schools.

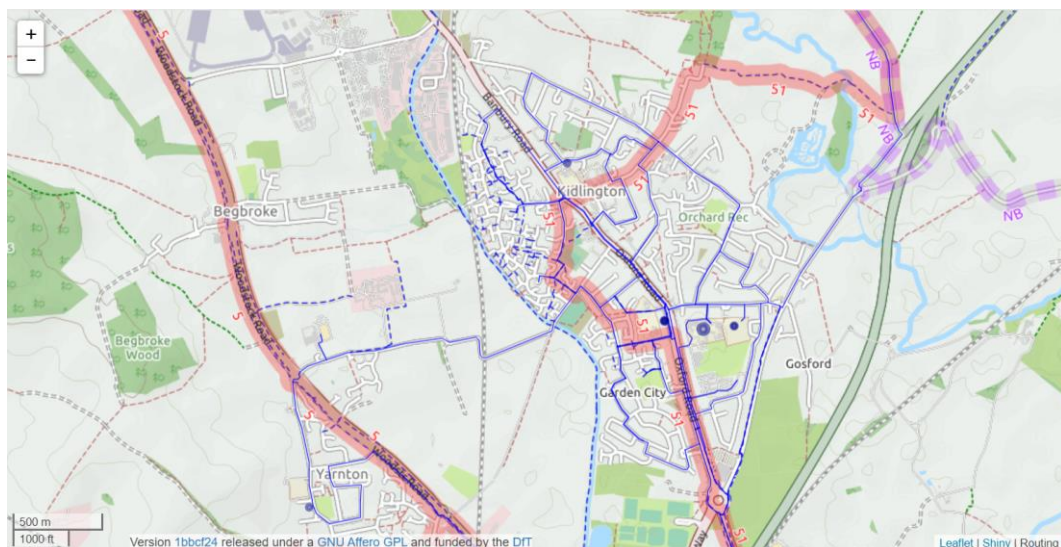


Figure 7. Key cycle routes to school using 2011 baseline (PCT)

Table 5. summarises the 2011 cycle mode shares detailed in the PCT for Kidlington schools alongside the national average.

School (ages)	Cycle Mode Share (2011)	Average Cycle Mode Share (England 2019)
Gosford Hill School (11 to 18)	4%	3%
West Kidlington Primary School (3 to 11)	Not Available	1%
Edward Feild Primary School (3 to 11)	3%	1%
North Kidlington Primary School (5 to 11)	5%	1%
St Thomas More Catholic Primary School (3 to 11)	3%	1%

The cycling mode share for Gosford Hill School was reported to be 4% in 2011 (Source: PCT), slightly higher than the national average of 3% for those aged 11 to 16 years. The cycle mode share was also reported to be higher for journeys to primary schools compared to the national average.

The catchment areas for some of the primary schools within the Kidlington and Gosford urban area also encompass nearby villages. The catchment area of Edward Feild Primary School includes the village of Hampton Poyle; the catchment area of North Kidlington Primary School includes the villages of Thrupp, Shipton-on-Cherwell and Bunkers Hill.

The catchment for Gosford Hill School (secondary) includes the villages of Murcott, Charlton-on-Otmoor, Oddington, Islip, Noke, Hampton Poyle, Thrupp, Shipton-on-Cherwell and Bunkers Hill. Except for the off-road route between Hampton Poyle and Kidlington,

provision for cycling and walking between these villages and Kidlington and Gosford is very limited.

2.4. Traffic flows

Table 6 provides a summary of daily traffic flows on Oxford Road and Banbury Road within the Kidlington and Gosford Built up area. These have been sourced from a series of Manual Turning Counts undertaken on 10 May 2018 and commissioned by Oxfordshire County Council.

Table 6. Summary of daily traffic flows Banbury Road/Bicester Road

	Northbound				Southbound			
	All motor vehicles	(OGV 1)	(OGV 2)	Pedal cycles	All motor vehicles	(OGV 1)	(OGV 2)	Pedal cycles
Banbury Road (south of Langford Lane)	7175	123	64	74	7068	92	64	77
Banbury Road (north of the village centre)	6582	89	67	94	6470	66	65	89
Oxford Road (south of Sterling Approach)	7952	105	73	149	8013	84	71	167
Oxford Road (north of junction with Bicester Road)	8359	59	73	76	8818	93	74	165
Oxford Road (south of junction with Bicester Road)	7090	87	68	68	8416	83	69	163
<i>Notes: OGV = Ordinary Goods Vehicles</i>								

The manual traffic counts include the number of people cycling using the carriageway. This can be seen to drop by approximately half on northbound approach to the junction of Bicester Road and Oxford Road, as cyclists make use of the service road with some continuation along the footway before returning to the carriageway. An automatic traffic count undertaken between 8th May and 24th May 2018 to the south of the junction of Oxford Road/Bicester Road recorded that 5.8% of traffic flows were attributable to Heavy goods vehicles (HGVs).

HGVs can be observed routing along Banbury Road and Oxford Road through the village centre. Whilst a small proportion of HGVs will be servicing the village facilities the majority are passing through, with 67% of OVG1 class vehicles and 59% of OGV2 class vehicles

routing to and from Langford Lane. Figure 8 and Figure 9 below show HGVs within the locality of Kidlington Village Centre.



Figure 8. HGV within Kidlington village centre.



Figure 9. HGV within Kidlington village centre.

2.5. Trips generated by future development areas

Development briefs for each of the development areas identified within the Cherwell Local Plan Partial Review are being prepared in accordance with the objectives identified in this Review and those within the existing Local Plan. The emerging development briefs will incorporate Healthy Place Shaping principles. These require developers to provide new and enhanced cycling, walking and other wheeled connections which support active lifestyles for people of any age and ability. These connections must prioritise people cycling and walking (including mobility scooters, wheelchairs) over the car within the development areas and contributions towards direct cycling and walking connections to key destinations from the development area must also be provided.

The Local Plan Partial Review includes a 'Sustainable Movement Thematic Plan' (Appendix of the Review) which identifies the A4260 (Oxford Road/Banbury Road) and the A44 as 'strategic cycle routes' and Yarnton Road, Sandy Lane, Begbroke Lane and the towpath of the Oxford Canal as 'key cycle routes'.

These new development areas will increase demand for travel on foot and by cycle to existing facilities such as schools, shops and leisure facilities whilst increasing demand for travel to main commuting destinations such as Oxford. New facilities within these development areas may also attract trips from the existing built-up areas. Table 7 provides a summary of the development areas as identified within the Review. Location plans can be viewed within the review document.

Table 7. Summary of development areas identified in Cherwell Local Plan Partial Review

Site Reference	Dwellings	Other facilities
PR6a Land east of Oxford Road	690	Primary school Local centre Sports facilities
PR6b Land west of Oxford Road	670	
PR7a Land south east of Kidlington	430	Sports facilities
PR7b Land at Stratfield Farm	120	
PR8 Begbroke. Land east of the A44	1950	Secondary school Primary school Local centre Sports facilities New pedestrian/cycle bridge over canal linking with PR7b
PR9 Land west of Yarnton	540	(extension to existing primary school in Yarnton)

Figure 10 provides an indicative plan of the future development areas.

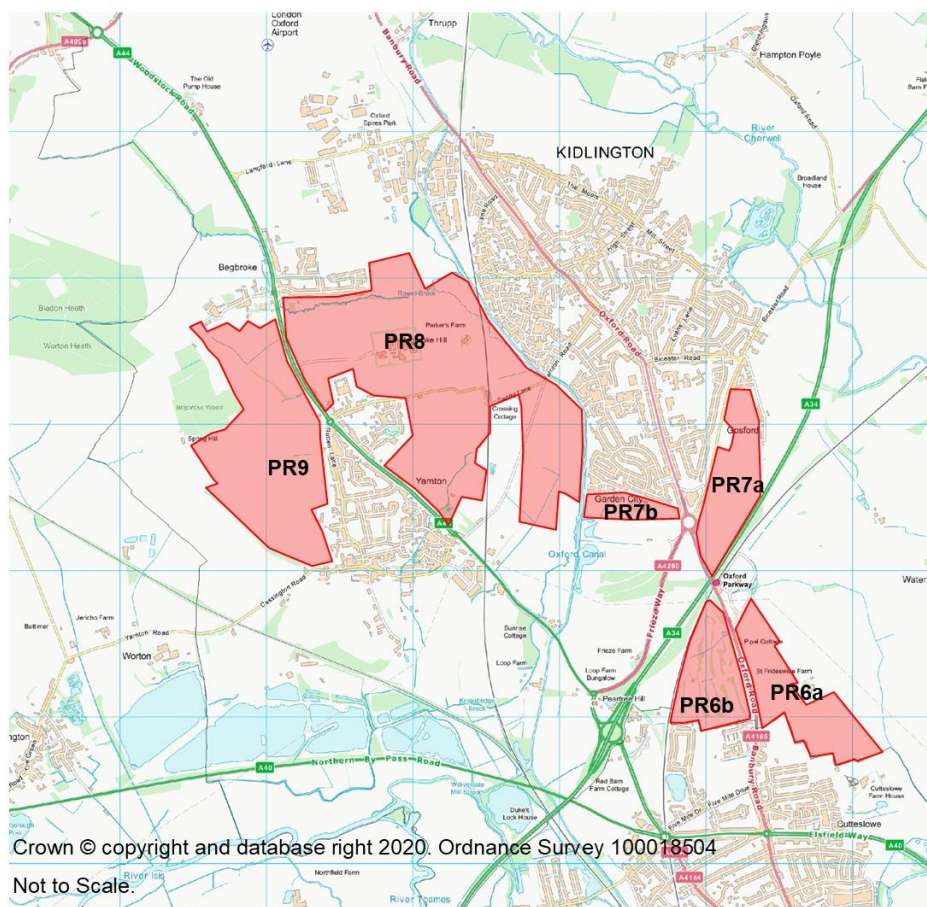


Figure 10. Future development areas

PR6a and **PR6b** are closer to the edge of north Oxford with direct links to Oxford Parkway station. Any trips on foot or by cycle between these sites and Kidlington will be via Oxford Road and Kidlington Roundabout.

Trips on foot and by cycle from **PR7** will be predominantly to the existing facilities in Kidlington to site PR8 depending on the timeframe for completion of this development area, which will include a new pedestrian and cycle bridge over the canal thereby linking these two areas.

PR7a will be served by existing facilities in Kidlington, as such Bicester Road will be the key route used by pedestrians and cyclists as this represents the most direct route to schools and the village centre.

Once **PR8** is complete many local trips will be internalised with the provision of primary and secondary trips alongside a local centre. In advance of these facilities coming forward, existing facilities in Kidlington will be a focus of cycling and walking for utility purposes.

PR9 does not include provision for additional local facilities other than the extension to the existing primary school, as such local facilities coming forward within PR8 are likely to be a key attractor for movement on foot and by cycle. Should PR9 advance ahead of facilities

opening in PR8, then Kidlington will represent the main attractor. The provision of a secondary school within PR8 will provide for secondary education within closer proximity than the existing catchment school in Woodstock.

3. Cycling

3.1. Identification of network and improvements

An audit of routes within the Kidlington and Gosford built up area and those linking to the surrounding villages was undertaken during 2020. The detailed findings are attached as Annex 1. Area audits. This has informed the location of types of improvements proposed.

An exploration of the future potential for cycling in the area using a range of scenarios, including an increase in E-bike use in the PCT has also influenced the improvement locations and types.

The PCT provides for the following scenarios for cycle planning:

- **“Government near market target”** scenario models the increase in cycling that will occur as a function of trip distance and hilliness, plus a number of sociodemographic and geographical characteristics (including age, sex, ethnicity, car ownership, income deprivation) with respect to the Government’s target to double cycling levels in England between 2013 to 2025.
- **“Gender equality”** scenario models the increase in cycling as occurring solely as a function of trip distance and hilliness, i.e. equitably across age, sex, and other socio-demographic groups with respect to the Government’s target to double cycling levels in England between 2013 to 2025.
- **“Go Dutch”** scenario represents what would happen if the population in England and Wales were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This assumes that all areas of England and Wales have the same infrastructure and cycling culture as the Netherlands (but retained their hilliness and commute distance patterns).
- **“E-bike”** scenario models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles ('e-bikes'). This extends from the Go Dutch scenario, with the further assumption that all cyclists in the Go Dutch scenario own an e-bike with a resulting increased willingness to cycle long distance, hilly and simultaneously long distance and hilly routes.

Table 8 provides a summary of the forecast cycle commute mode share for Kidlington for the baseline and the above scenarios. The E-bike scenario delivers the largest modal shift and therefore reductions in car use, carbon emissions and the greatest health benefits in terms of reductions in Years of Life Lost (YLL) and absenteeism.

Figure 11 and Figure 12 show the cycle commuting densities for the ‘Go Dutch’ and ‘E-Bike’ Scenarios respectively. Applying the ‘Go Dutch’ and ‘E-Bike’ Scenarios achieves growth in cycling which is comparable with that which would also be achieved in neighbouring Oxford.

Figure 13 show the key cycle routes assuming the 'Go Dutch' scenario. It can be seen that Oxford Road, Banbury Road and Bicester Road represent the route sections with the greatest use.

Table 8 provides a summary of the estimated changes to cycle commuting levels and associated benefits for PCT scenarios emphasising the significantly greater benefits of adopting a more ambitious 'Go Dutch' and 'E-Bike' scenarios.

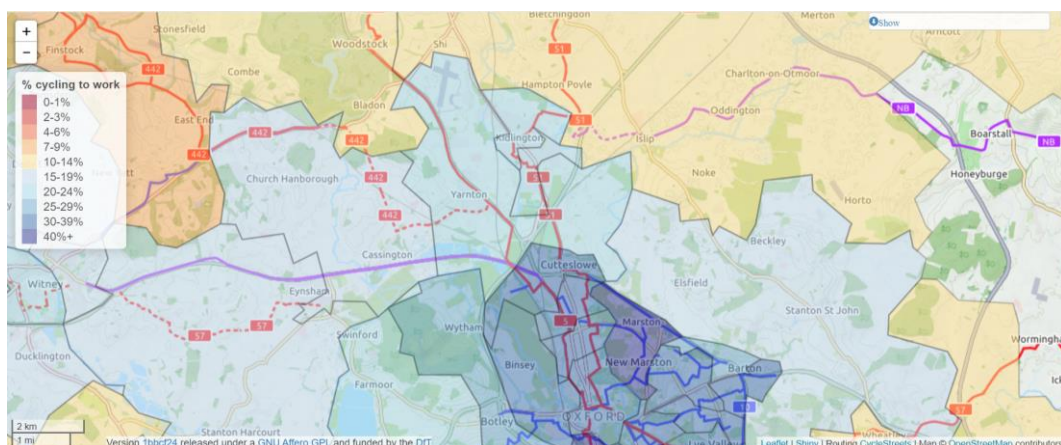


Figure 11. Percentage of cycle commuting assuming a 'Go Dutch' scenario

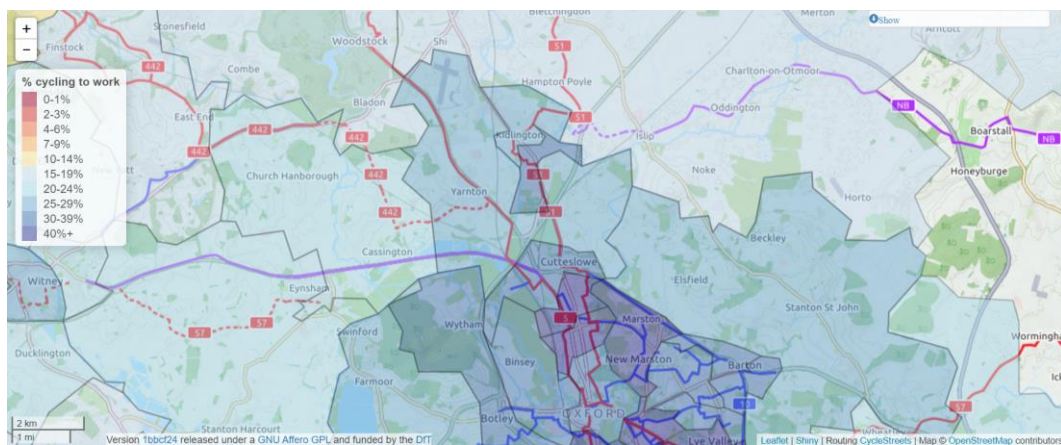


Figure 12. Percentage of cycle commuting assuming the 'E-Bike' scenario

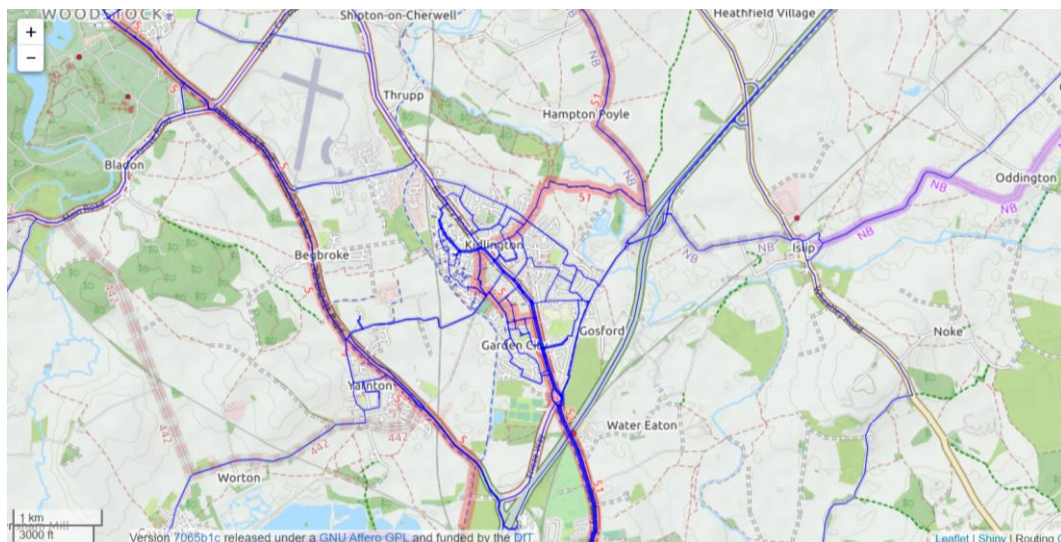


Figure 13. Cycle Route Map – Assuming ‘Go Dutch’ Scenario

Table 8. Changes to cycle commuting and associated benefits in different PCT scenarios (combined areas of Kidlington, Yarnton and Begbroke)

Scenario	Number	Modal share	Car drivers	YLL*/yr (valuation)	Days of sick leave/yr (valuation)	CO2e (t/yr)
Baseline (Census 2011)	571	6%				
Government target	914	10%	-186	-2.34 (£135,700)	-314.5 (£47,086)	-58.7
Gender equality	868	10%	-128	-1.82 (£105,862)	-416.2 (£62,278)	-42.5
Go Dutch	2028	23%	-788	-7.62 (£441,442)	-1274.2 (£190,691)	- 210.70
E-Bikes	2494	28%	-1085	-8.18 (£473,778)	-1454.5 (£217,671)	- 354.50

*YLL: Years of Life Lost

3.2. The cycle route network

The PCT identifies the most used cycle routes within the Kidlington and Gosford built up area both within the existing conditions and future scenarios assuming improved provision. Oxford Road, Banbury Road and Bicester Road present the most used links whilst also representing the most direct routes to reach key destinations. Secondary links such as Morton Avenue, the existing traffic free route from Yarnton Road to Lyne Road, The Moors and High Street provide for connections to these direct routes from the residential areas. The PCT also shows the inter-urban routes connecting employment areas and surrounding villages.

Figure 14 provides an overview of the proposed cycling route network. This network incorporates existing programmed improvements being progressed as part of the Housing and Growth Deal Infrastructure Fund.

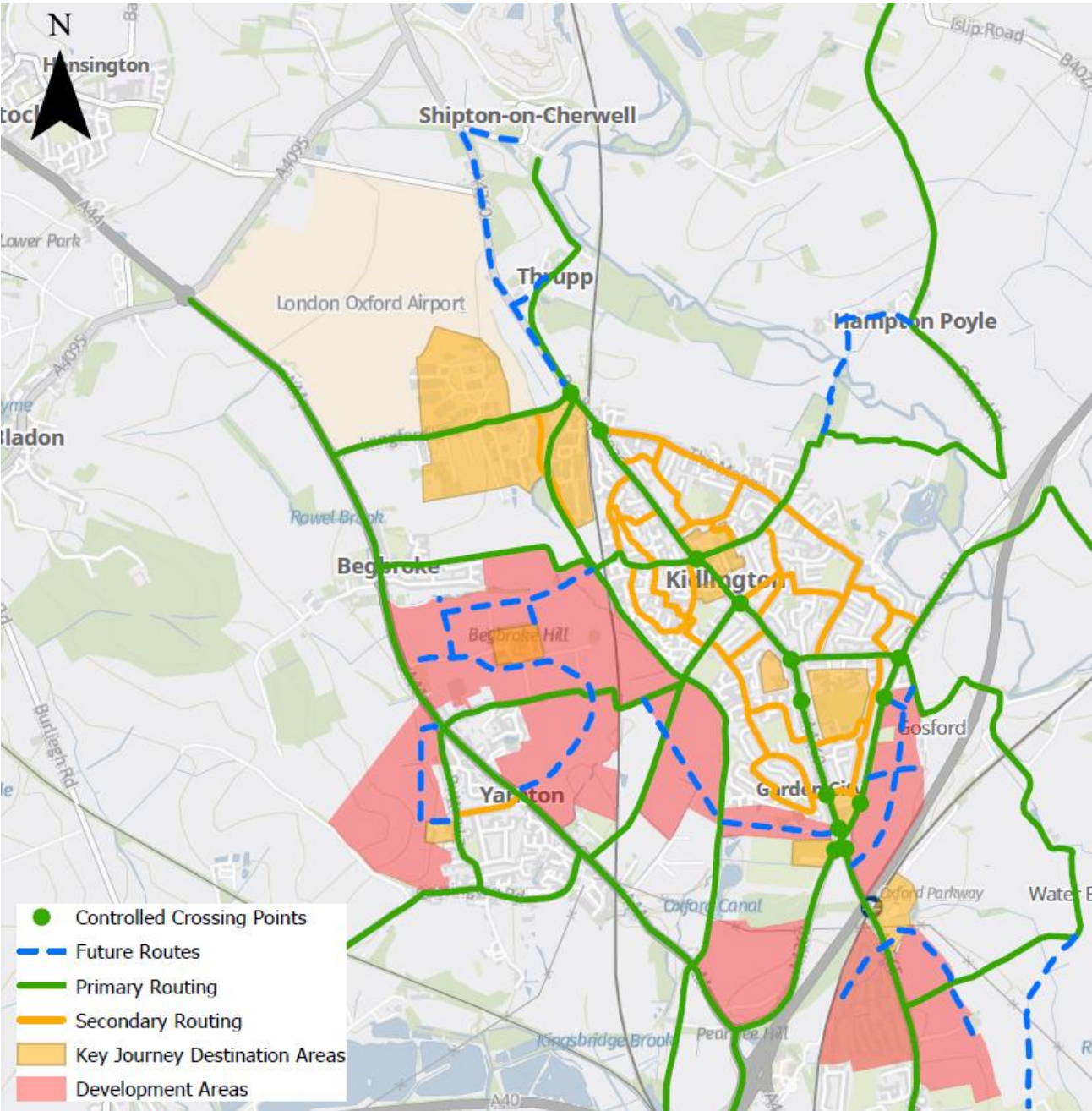


Figure 14. Proposed cycle route network

Table 9 provides an overview of the potential measures for the delivery of a cycle route network which provides for ‘most people’.

Table 9. Summary of Kidlington LCWIP cycling measures

<p>Kidlington Roundabout</p> <ul style="list-style-type: none"> Signalisation and provision of parallel on main arms connecting off-road section and any future provision to the south of the roundabout. Design being developed by OCC to be subject to detailed consultation, <i>(Being funded through the Oxfordshire Growth Deal with anticipated delivery 2023)</i>
<p>Oxford Road, Kidlington</p> <p>In service road west of the carriageway:</p> <ul style="list-style-type: none"> 20mph speed limit Reduced provision of carriageway parking Healthy Streets indicators Consideration of re-distribution of traffic through management of access points <p>In service road west of the carriageway:</p> <ul style="list-style-type: none"> 20mph speed limit Reduced provision of carriageway parking Consideration of re-distribution of traffic through management of access points Additional tree planting on grass verges <p>In junction with Bicester Road to junction with Sterling Approach:</p> <ul style="list-style-type: none"> Protected northbound cycle lane from service road to village centre area Protected southbound cycle lane between village centre and service road 20mph speed limit
<p>20mph Zones</p> <ul style="list-style-type: none"> All Kidlington and Gosford built up area
<p>Kidlington Village Centre</p> <ul style="list-style-type: none"> Lyne Road/Oxford Road/High Street junction to enable all movements for cycle traffic Measures to reduce through traffic movements between the A34 and A44 Healthy Streets indicators 20mph speed limit Protected northbound and southbound cycle lanes between the village centre and Langford Lane
<p>Banbury Road, Kidlington</p> <ul style="list-style-type: none"> Measures to increase attractiveness of service road east of Banbury Road carriageway 20mph speed limit Additional tree planting Reduced carriageway parking Defined crossing area over Lyne Road Clear transition to shared use path <p>In north of Langford Lane:</p> <ul style="list-style-type: none"> 3.0m minimum shared use path north of Langford Lane junction on eastern side of the carriageway to continue to Shipton-on-Cherwell access Development of a traffic-free route between Bunkers Hill and Shipton-on-Cherwell Controlled crossing to new shared use path Clear transition between on-carriageway route on Langford Lane and shared use path

<ul style="list-style-type: none"> Provision for cyclists at Langford Lane/Banbury Road junction (advanced stop line)
Langford Lane, Kidlington <ul style="list-style-type: none"> 20mph speed limit between junction with Banbury Road and roundabout junction with The Boulevard Clear transition to off-road cycle infrastructure All HGVs to route via A44 Shared use path to the west of The Boulevard to be 3.0m minimum to junction with A44. Speed reduction to 30mph between Evenlode Close and the A44
Bicester Road (East-West) <ul style="list-style-type: none"> Additional tree planting on the northern grass verge 20mph speed limit 3.0m minimum Shared use path on southern side of carriageway
Bicester Road north <ul style="list-style-type: none"> Speed reduction to 40mph from roundabout junction Provision of a shared use path
Yarnton Road <ul style="list-style-type: none"> Measures to increase the visibility of people cycling and walking as they cross from Morton Avenue to the traffic-free path 20mph speed limit
Sandy Lane <ul style="list-style-type: none"> Closure of level crossing and installation of cycle/footbridge (<i>being undertaken by Network Rail</i>) Low level lighting Vehicle access restrictions 20mph speed limit within Begbroke
Kidlington quiet on-road routes <ul style="list-style-type: none"> Modal filtering 20mph speed limits
Oxford Canal Towpath <ul style="list-style-type: none"> Surface and width improvements to the north of Yarnton Road (improvements to the south being delivered separately) Formal access route to Langford Locks from towpath Formal access route to Langford Lane from towpath Ramped access from Yarnton Road to the towpath (new bridge over the canal as part of the development of PR8)
Traffic-free route through North-west Kidlington (Yarnton Road to Lyne Road) <ul style="list-style-type: none"> Barrier removal Vegetation clearance Dropped kerb provision at crossing points or raised tables
Hampton Poyle <ul style="list-style-type: none"> Creation of a Quiet Lane network including Oxford Road and Bletchington Road (consideration of a wider network encompassing Route 51 to Weston on the Green and Kirtlington) Gateway entrance feature to the north of the junction of Oxford Road with the A34 slip road 'Hampton Poyle/Access only signage' 20mph speed

<ul style="list-style-type: none"> • Quiet Lane signing • False cattle grids
Islip <ul style="list-style-type: none"> • Extended 30mph speed limit across all of Kidlington Road with traffic calming measures • Shared use path connecting with Kidlington along A34 slip road and Bicester Road • Speed reduction to 40mph south from roundabout junction with A34 slip roads for the remainder of Bicester Road
Thrupp, Shipton-on-Cherwell and Bunkers Hill <ul style="list-style-type: none"> • Widening of existing path to the east of the carriageway of Banbury Road to provide for a continuous shared use path from Kidlington to the Shipton-on-Cherwell junction • Surfacing of footpath connection between Shipton-on-Cherwell and Bunkers Hill with permissible cycling
Yarnton <ul style="list-style-type: none"> • 20mph speed limit within village
A44 Improvements <ul style="list-style-type: none"> • Segregated pedestrian and cycle path along the carriageway • Future shared use path to have priority over minor side access points • Clear transition where shared use path merges onto service road areas

4. Walking

4.1. Identification of network and improvements

An audit of routes within the Kidlington and Gosford built up area and those linking to the surrounding villages was undertaken during 2020. The detailed findings are attached as Annex 1. Area audits.

Some measures offer benefits both for people cycling and walking for example reduced traffic volume and speeds and the provision of separate cycling infrastructure or safer on-road cycling conditions, reduce the risk of conflict between people cycling and walking.

Alongside observations from site visits, reference has been made to the Oxfordshire Walking Design Standards (2017) in identifying where improvements to the walking routes network are required. The document states that:

“A number of factors affect the propensity to walk. Attractive and well-designed streets, comfortable crossing points and places of interest enable people on foot to engage in a wide range of activities. Pedestrians must usually be considered as a priority over all other modes of transport.”

Kidlington Village centre is the principal destination for travel on foot. Approximately 1000 Kidlington households are within a 400m and 4000 within an 800m walking distance of the village centre (approximately five- and ten-minutes' walk).

The Kidlington Masterplan Supplementary Planning Document (SPD) identifies how the village centre should be the focus for high quality public realm improvements. This includes the transformation of Oxford Road from a traffic dominated highway to a pleasant, people friendly street.

Public realm improvements to Oxford Road are proposed to change the character from 'highway' to village centre 'street' signifying arrival into the Village Centre. In consultation with the Highways Authority, priority for people walking will be increased between Exeter Close and Benmead Road, providing the right setting for high street uses to flourish and creating stronger east-west cycling and walking routes towards the Canal.

The Kidlington Masterplan therefore provides the existing basis for walking improvements within the vicinity of the village centre.

4.2. Route audits and key issues

Other walking trip generators within the Kidlington and Gosford built-up area include:

1. Oxford Canal towpath

2. Exeter Hall and Exeter Recreation Ground
3. Primary Schools
4. Gosford Hill School (secondary)
5. Kidlington and Gosford Leisure Centre
6. Sainsbury's supermarket
7. Langford Lane Industrial Estate
8. Connecting with Yarnton

The audit of routes identified the following measures to enhance the safety and comfort of people walking.

Table 10. Summary of Kidlington LCWIP walking measures

• Provision of safe crossing facilities on the A44
• Removal of restrictive barriers on footpath links (for example Home Close)
• Improved management of vegetation on traffic-free routes
• Focus utility cycle trips to non-canal routes to create a pleasant and safer walking experience along the canal and use signage and measures to encourage safer sharing between the two users groups
• Widening and surfacing of canal towpath to enable wider access
• Provision of dropped kerbs at crossing points on the traffic free route between Yarnton Road and the Ridings (across Willesden Way, Chorefields, The Phelps)
• Visibility improvements for people walking towards Begbroke Lane from Partridge Close
• Sloped access to the canal from the canal bridge on Yarnton Road and measures to reduce traffic speeds
• Crossing facilities on Banbury Road providing for the catchment of North Kidlington Primary School

4.3. Urban realm and Healthy Streets

The delivery of future cycling and walking infrastructure should be utilised as an opportunity to improve the function and feel of the urban realm whereby supporting a transition to healthier streets.

Street trees in the urban environment has been shown to have multiple benefits for people cycling and walking including the provision of shade, greater connection with the natural environment and improved visual amenity. The Urban Forestry and Woodland Advisory Committee (FWAC) Network, advisers to the Forestry Commission on urban forestry

recommends that a minimum standard for tree canopy cover is set for a local area, with evidence showing that 20% is a good aspiration stating that:

“Trees are essential for our mental and physical health. They can improve air quality, reduce surface water flooding, mitigate the urban heat island effect and calm traffic. They promote wellbeing by providing contact with nature. Their aesthetic and cultural values are well recognised by communities. They also support biodiversity and connect habitats together.”

Urban Forestry and Woodland Advisory Committee Network. England's Urban Forests Using tree canopy cover data to secure the benefits of the urban forest

It is recommended that opportunities for additional tree planting should be identified as part of improving cycling and walking provision.

Carefully considered street furniture is key to achieving an all-encompassing network suitable for all modes of travel. The future of the network will also benefit from strategically located seating, wayfinding and other well-thought-out furniture to make the decision to walk and cycle the preferred mode.

5. Implementation plan

5.1. Policies

This section sets out Kidlington Area LCWIP policies which will guide the future programme and plans. Together they will establish the essential policy background of creating a viable, popular, and convenient cycling and walking network.

Policy KCW 1: The County Council will improve the Kidlington Area cycling and walking network in line with the network proposals in the Kidlington Area LCWIP, Oxfordshire Cycle Design Standards (OCDS), and Oxfordshire Walking Design Guide (OWDG) and national guidance. This includes ensuring that the network is prioritised in other transport and road plans.

Policy KCW 2: The County Council in partnership with Cherwell Council will work with developers to improve the Kidlington Area cycling and walking network including by S106 and S278 works. Kidlington Area LCWIP Cycle and Walking Network will be a material consideration in the approval and network plans of new developments. Route continuity is essential in the planning and delivery process.

Policy KCW 3: The Council will sign the Kidlington Cycle and Walking Network, in line with OCDS, by the use of both surface and vertical signage.

Policy KCW 4: The Council will review the crossing needs of pedestrians and cyclists on main roads to minimise delay or diversion and to satisfy existing or potential flows.

Policy KCW 5: The Council will review all barriers on pedestrian and cycle paths, both those on the Kidlington Area Cycle and Walking Network and local access routes, to ensure that they are convenient and accessible taking account of the needs of disabled pedestrians and cyclists and cycle delivery companies.

Policy KCW 6: The Council will set up a maintenance regime for the Kidlington Area Cycle and Walking Network to ensure that the paths are clear of vegetation, surfaces are smooth and safe, which takes into account the extra vulnerability of cyclists to potholes and rough and deformed surfaces.

Policy KCW 7: The Council will support the implementation of Low Traffic Neighbourhoods in Kidlington and Gosford residential areas as a way of improving local public realm and improving conditions for cycling and walking

Policy KCW 8: The Council will introduce 20 mph speed limits throughout the built-up areas of Kidlington and Gosford, Yarnton and Begbroke.

Policy KCW 9: The Council will support the implementation of Quiet Lanes and reduced traffic speeds on rural access links into villages.

Policy KCW 10: The Council will at side roads on the Kidlington Area Cycling and Walking Network, wherever possible and funding is available, for the benefit of all pedestrians but particularly older and disabled pedestrians:

- a) Extend footways across side road entries so there is a raised crossing
- b) Set back the Give Way lines to give priority to the pedestrian crossing
- c) Narrow kerb radii to the minimum possible whilst maintaining access for appropriate vehicles

Policy KCW 11: The Council will set up a monitoring system to assess the baseline cycling and walking flows to help identify the impact and value for money of the Kidlington Area LCWIP schemes.

5.2. Relevant projects and opportunities

As set out in detail below, significant infrastructure improvements are planned by Oxfordshire County Council as part of the Housing and Growth Deal. These incorporate improvements to cycling and walking routes along the A44 and A4260 corridor. As such funding is already in place for these elements of the route network. In addition, the closure of Sandy Lane to vehicular traffic is programmed by Network Rail, this supports the development of the proposed cycle route network. The timing and prioritisation of these changes is therefore beyond the scope of this plan.

Housing and Growth Deal Infrastructure Programme

Oxfordshire County Council are developing plans to improve transport infrastructure to support the planned growth as part of the 'Housing and Growth Deal Infrastructure Programme'. This includes A4260 and A44 Corridor improvements:

"Growth Deal funding supports design work for the various measures to provide transport corridor route improvements along the A44/Woodstock Road and the A4260/Banbury Road. The aims are to increase bus transport usage into the city, reduce congestion and improve journey times. Measures will prioritise public transport, cycling and pedestrians along the A44/Woodstock Road corridor and the A4260/Banbury Road route, as well as the links between these corridors, such as the A4165 and Langford Lane. The scheme also links to the proposed delivery of a new park and ride site on the A44 corridor, together with expansion of the existing Water Eaton Park and Ride site."

Oxfordshire Growth Board 2020

The 'A44 & A4260 Corridor Study' was prepared by Atkins for Oxfordshire County Council in 2017. The study progresses the objectives within the Local Transport Plan, which seek to provide high quality routes that prioritise sustainable transport whilst supporting planned development as set out within Cherwell District Council's Local Plan Partial Review. The Study identifies preferred corridor designs with an "approach to accommodate strategic traffic on the A44 corridor and discourage movements from the A4260 through Kidlington."

Optioneering, feasibility and design work is being undertaken by Oxfordshire County Council on the priority areas as set out in Table 11 below. Notably, design work relating to Kidlington Roundabout has been progressed with the view to delivering a scheme in 2023. The optioneering report, prepared by Skanska sets out the objectives of the scheme. These include the following:

- Deliver dedicated, high quality, segregated, continuous cycle routes.
- Deliver pedestrian link and crossing improvements.

Kidlington Roundabout Optioneering Report. Skanska, March 2020

The preferred option is for a signal controlled roundabout junction with southbound bus priority. All the junction arms except for Bicester Road will be signal controlled. A 3.5m shared use path is to be retained with the provision of toucan crossing facilities on each arm except for the service road access. Entry speeds from Frieze Way and Oxford Road are reduced to 30mph.

Much of this work was undertaken prior to the publication of LTN1/20 therefore the specification for cycle route provision will need to be reviewed to ensure its consistency with this guidance.

Table 11. Summary of OCC optioneering, feasibility and design work

Priority	Scheme Area	Summary of proposals under development
Priority 1A	Cassington Road roundabout to Loop Farm r/b (excluding Loop Farm r/b)	Feasibility design work which includes the provision of a 4m wide shared track to the west of the carriageway and 1.8m footway on the east of the carriageway. Toucan crossing to the immediate north of the Cassington r/b and further uncontrolled crossing points including canal towpath.
Priority 1B	A4165/A4260 Kidlington Roundabout	Optioneering of schemes to achieve the following objectives: <ul style="list-style-type: none"> • Improved cycle/pedestrian facilities through and across the junction. • Reduced delays and improved journey reliability times for public transport, with an emphasis on improvements for inbound bus services. • Minimising the impact of such improvements on motorists. • Optimising the capacity of the junction where appropriate through the use of technology based traffic management systems. Ten design options considered during optioneering stage.
Priority 1C	The A4165, Oxford Road/Banbury Road corridor between Kidlington Roundabout and A40/A4165 Cutteslowe Roundabout excluding the r/bs	1.8m stepped cycle tracks and footways have been proposed on both sides of the carriageway for the majority of the scheme, with all existing crossings being replaced and an additional Toucan crossing to

Priority	Scheme Area	Summary of proposals under development
		accommodate pedestrians at relocated bus stops.
Project 1D	Loop Farm roundabout to Wolvercote roundabout	Status to be confirmed by OCC
Project 2A	Section of A4095 Campsfield Road between the A44/A4095 Bladon Roundabout and A4095/Shipton Road Junction (including Shipton Road Junction)	Detailed feasibility design work is yet to be undertaken.
Project 2B	A44 between and including A44/A4095 Bladon Roundabout and Langford Lane, including an access to Park & Ride site	Detailed feasibility design work is yet to be undertaken.
Project 2C	Section of the A44 between and excluding the Langford Lane junction and Cassington Road Roundabout	Optioneering in progress

Delivery of the Kidlington Masterplan

The delivery of the Kidlington Masterplan aligns with this LCWIP with respect to walking access to the Village Centre.

Closure of the Sandy Lane and Yarnton Lane level crossings

The closure of Sandy Lane and Yarnton Lane level crossings is proposed to take place in 2022 by Network Rail to support increased utilisation of this part of the rail network and to reduce risk. This closure seeks to prevent vehicular movements between the A44 and Oxford Road and will support the development of a Greenway for traffic-free cycling and walking with the provision of a ramped bridge over the line at Sandy Lane and a footbridge over Yarnton Lane. This would also have the effect of reducing vehicular traffic flows on Yarnton Road.

Quick wins

Measures such as speed limit reductions, the removal of physical barriers on footpaths and cycle paths, wayfinding and enforcing the vehicle access restrictions in Kidlington village centre all represent measures which will support the development of a high-quality network without the requirement for significant infrastructure changes. These should therefore be prioritised for action in the short-term.

Improvements requiring infrastructural changes

Additional funding will need to be secured to deliver all key infrastructure changes and the identified network. Timing of scheme delivery will then be determined by the practical implications of delivery.

Should it be necessary to prioritise the delivery of specific route sections, then changes that provide for the greatest level of improvement over the existing conditions can be identified using the Route Selection Tool. The location of the route section will also determine the applicability of funding where this is development related. Other funding sources may deliver lower cost infrastructure changes.

Preliminary analysis using the Route Selection Tool shows the greatest gains are made where there are higher traffic flows and no or substandard facilities for cyclists. In these circumstances, the reduction of traffic speeds to 20mph will only represent a very minor improvement. Therefore, Oxford Road, Banbury Road and Bicester Road all represent routes where the greatest gain is to be made over the baseline conditions. These routes are also shown to represent the principle existing and future desire lines for cycling by the PCT. They form part of most journeys to school, the village centre and local amenities. Furthermore, Banbury Road/Oxford Road is identified as a 'Strategic Cycle Route' within the Local Plan Partial Review.

5.3. Next actions

The Kidlington LCWIP is a living document and will evolve as Kidlington is developed and future funding opportunities arise.

In particular, the COVID-19 crisis and post-COVID-19 green restart funding has put the LCWIPs and the importance of promoting cycling and walking at the centre of transport planning and implementation.

Priority actions are:

- Continue to develop schemes for all the Kidlington LCWIP routes
- Assess the costing of the schemes and overall costing
- Assess value for money of schemes to develop a cost benefit assessment
- Work with COVID-19 Recovery Teams in implementing short term high value schemes
- Ensure that the LCWIP is included within the LTCP consultation
- Ensure that the LCWIP is included in the development of the Kidlington Area Strategy of the LTCP
- Ensure that the LCWIP is included in Cherwell District Council's Local Plan

Annex 1. Area audits

Kidlington Village Centre / High Street

The Kidlington Framework Masterplan SPD was adopted in December 2016. The document identifies issues and opportunities for cycling and walking in and around Kidlington. These have been taken as a starting point for understanding the existing situation in Kidlington.

The SPD sets out that “Key Village Centre streets and pedestrian routes should be the focus for high quality public realm treatments. This includes the transformation of Oxford Road from a traffic dominated highway” and ‘**Policy Kidlington 2**’ seeks to strengthen Kidlington Village Centre to a pleasant, people friendly street. The SPD refers to the dominance of the carriageway on the eastern section of the High Street and the opportunities for a secondary network of pedestrian routes to link east and west including a new walking route between the Co-op and Red Lion car parks to enhance access to the shops on Oxford Road. Providing a new toucan crossing between the tower and Lyne Road to encourage greater access between east and west for pedestrians and cyclists and moving the northern bus stops southwards so they are located close to the shops.

The western section of High Street is pedestrianised and is closed to general vehicular traffic between Oxford Road and Sterling Road Approach. It forms part of National Cycle Route 51 connecting with Bicester to the north east and Oxford to the south. Although this section of the High Street is pedestrianised, vehicles can be observed to frequently drive into this area when the rising bollard is not raised. Whilst cyclists can exit the High Street to Oxford Road there is a no entry sign with no specific provision to provide for the movement of cyclists in the other direction. Signage restricts vehicular entry and cycling between 1000 and 1630. Sterling Road and High Street to the east of the pedestrianised section are subject to a 30mph speed limit. Both links provide access for servicing and to village centre parking areas.

Approximately 1000 and 4000 Kidlington households are within 400m and 800m walking distance, respectively of the village centre (approximately five- and ten-minutes’ walk).

Routes on foot to the village centre from the north east are via High Street and Benmead Road with short footpath links from Benmead Road via Curtis Road and Deaufort Close/Home Close. There are barriers in place at the ends of the Deaufort Close/Home Close link. The route from Curtis Road passes through the Curtis Place car park with tactile paving and a raised hump in place as it crosses the car park access road. This pedestrian route crosses a small pedestrianised area adjacent to the public conveniences and into High Street pedestrian area via Watts Way. These are the most direct and quietest routes from residential areas to the north east of the village centre with the route via Curtis Road representing the most direct with a wider path which more readily accommodates cyclists.

Access to the village centre from Kidlington residential areas to the west of Oxford Road is via Lyne Road or Oxford Road with a further footpath link along the Exeter Recreation

Ground. From the north and south of Kidlington village centre Oxford Road provides the most direct route. The junction of Lyne Road with Oxford Road is directly opposite the pedestrianised section of the High Street. This is a signal-controlled box junction with a pelican crossing on the northern arm. The Kidlington Framework Masterplan SPD identifies that rat-running is an issue on Lyne Road.

Premium high frequency bus services to Oxford City Centre operate along Oxford Road, through the village centre with bus stops located approximately 100m to the north of the junction with Lyne Road. **Table 1.1** summarises the issues within the village centre and its immediate approach.

Table 1.1 Summary of issues on cycling and walking routes to Kidlington Village Centre

Pedestrian Routes	Potential solutions
Potentially restrictive barriers on the route via Home Close	Barriers could be removed enabling easier access for mobility scooters
Pedestrian desire lines not accommodated at junction with Oxford Road/Lyne Road/High Street/Banbury Road	Significant highway space for reconfiguration, speed reduction and traffic reduction would enable a shared space approach
Narrow footways and waiting area for premium bus services routing along Oxford Road	Reconfiguration of High Street/Oxford Road/Lyne Road junction would enable repositioning of bus stops to wider pavement area
Stops for premium services are set away from the village centre	See above
Poor public realm on Oxford Road approach to village centre	Significant highway space for reconfiguration
Cars entering pedestrian area.	Better enforcement
Cycle Routes	Potential solutions
Route from Curtis Way not sufficient width – potential for conflict with pedestrians	Additional space and improved public realm could be achieved by removal of metal barrier and expansion of footway to accommodate cycles Route could be signed from Benmead Road
No provision for cyclists to enter the High Street from the carriageway both north and south bound and from Lyne Road	Reconfiguration of High Street/Oxford Road/Lyne Road junction would enable provision of access for cyclists
Ban on cycling between 1000 and 1630	Could be amended to allow cycling supported by improvements at the junction with Oxford Road and Lyne Road
Lack of cycle parking provision directly outside shops within the pedestrianised area	Additional stands could be provided
No specific provision for cycling on the route via Oxford Road	Significant highway space for reconfiguration, scope for reducing speeds and creating shared space or introducing stepped cycle lanes with entry points to the High Street

Oxford Road/Banbury Road

Oxford Road is the most direct route for reaching Kidlington village centre by all modes from all areas of Kidlington with the exception of those residential areas to the immediate east and west. Gosford Hill School (secondary), and Gosford Hill Leisure Centre are accessed from Oxford Road and Oxford Road is the primary access point for West Kidlington Primary School. Oxford Road therefore forms at least part of the route to school for most pupils attending these schools.

The existing conditions along this corridor are considered within the SPD which identifies the need for public realm improvements to Oxford Road to change the character from 'highway' to village centre 'street' signifying arrival into the Village Centre. In 2017, Atkins were commissioned by Oxfordshire County Council to prepare the 'A44 & A4260 Corridor Study' to take into account committed growth within Cherwell, Oxford and surrounding areas and to continue the approach to sustainable modes identified within the Oxford Strategy beyond the ring road. Whilst the report did not consider growth to meet Oxford's unmet housing needs its findings are considered in the Local Plan Partial Review and Policy PR4a: Sustainable Transport carries forward several elements with respect to supporting the delivery of the additional housing. **Table 1.2** reproduces the 'SWOT' analysis undertaken within the report with respect to the A4620/Oxford Road.

Table 1.2 Oxford Road 'SWOT' analysis (Source: Atkins 2017)

Strength	<ul style="list-style-type: none"> • Important local corridor serving Kidlington village centre
Weakness	<ul style="list-style-type: none"> • Relatively constrained corridor with service roads, on-street parking, popular street trees and varying width throughout • High number of private accesses and side road junctions • Journey delay through Kidlington town centre • Significant southbound delay to Kidlington Roundabout. • Fails to reflect village centre location and character in Kidlington • Kidlington Roundabout is a significant barrier and safety concerns for cycle trips.
Opportunities	<ul style="list-style-type: none"> • Route of proposed rapid transit lines – high quality public transport links to Oxford • Serves a reasonable inter-urban cycle trip between Kidlington and Oxford (c.9km)
Threats	<ul style="list-style-type: none"> • A44/A40 link road - may impact on traffic demand • Local development could increase dominance of traffic in village centre

The 'A44 & A4260 Corridor Study' divides Oxford Road into seven segments, five of which are within the built-up area of Kidlington. These segments are further employed within this document to understand the existing situation for pedestrians and cyclists on this link.

A4620_2 Bicester Road to roundabout junction with Frieze Way/Oxford Road/Bicester Road

Within this section, Oxford Road incorporates service roads on both side of the main carriageway in addition to the footway and grass verge area. The service roads have traffic calming in place in the form of speed humps. Access to the service road to the west of the main carriageway is from the roundabout junction with a further access from the main Oxford Road carriageway approximately 150m to the south of Bicester Road. This service road forms part of NCN 51 providing for a signed on road section which continues along the access road to West Kidlington Primary and Nursery School connecting to Hardwick Avenue via a short traffic free section, with the route effectively bypassing the central section of Oxford Road providing for a less direct route on quieter roads. A left turn exit only is present to the immediate north of Bicester Road. The west service road is marked for on carriageway parking on the nearside and provide access to private driveways. Vehicular movement is two-way. There is a small parade of shops with further parking bays provided perpendicular to the kerb. The service road provides access to Maple Avenue and The Broadway. Flows on this service road are observed to be light.

The service road to the east of the main carriageway begins approximately 250m to the north of the roundabout junction with Frieze Way and Bicester Road and ends to the immediate south of Bicester Road. Here it forms a priority junction with the Oxford Road. As on the western side, this service road provides access to residential properties each with private driveways and residential streets. Parking bays are marked on the carriageway with restrictions in place. Parking bays are provided adjacent to a small parade of shops. A Sainsbury's supermarket and petrol station are located to the north of the roundabout junction on the eastern side of Oxford Road. A segregated footway/cycle way extends from the service road access to the supermarket access (a distance of approximately 50m). To the south of the supermarket access the footway/cycleway becomes shared use with the path giving way to the supermarket exit and service access. This returns to segregated use to the roundabout junction.

The Sainsbury's site can be accessed on foot from Astley Drive and Bicester Road. From Oxford Road there is pedestrian access to the immediate south of the priority junction with the service road. This footpath is within the Sainsbury's site. It is not a Public Right of Way but does provide a well-used link to Bicester Road.

Footways are present on the nearside of each of the service roads. The service roads are separated from the main carriageway by a grass verge of varying width. Bus stops are present on the main carriageway and there is 350m of bus lane in the southbound direction on the approach to the roundabout junction. Parking restrictions are in place restricting stays longer than three hours between 1000 and 1400 Monday to Friday. It is assumed that these restrictions are in place to reduce commuter parking. Further restrictions are in place on Broadway with no parking permitted between 0700-0800 on weekdays.

The 'A44 & A4260 Corridor Study' recognises the potential to re-define the function of the service roads but did not develop options, at the time considering that these would 'not be supported by the public'. It instead shows a hybrid/lightly segregated cycle lane on the main carriageway of the Oxford Road commencing approximately 100m to the north of the Kidlington roundabout. Between the roundabout and commencement of the segregated

cycle lane the cycle route is off carriageway, on the western side this leads into the service road.

Both service roads are observed to be well used by cyclists. Classified manual turning counts at the junction of Oxford Road and Bicester Road shows northbound cycles on the main carriageway flows to be roughly one third of those on the southbound approach (the northbound service road extends beyond the junction) reflecting the existing preference for use of the service roads.

Table 1.3 Summary of issues on cycling and walking on Oxford Road south of Banbury Road

Pedestrian Routes	Potential solutions
Pedestrian crossing area to Sainsburys and bus shelter is exposed to traffic on both sides.	Relocation or reconfiguration
Bus stop opposite junction with Fairfax Road has narrow waiting area and uneven narrow approach which may restrict access for pushchairs and wheelchairs	Relocation or reconfiguration
Poor public realm	Increased tree cover on central grass verge could create an avenue effect whilst increasing the feeling of separation of the service road from the main carriageway
Wide junction splays at side roads	Junction build-outs and reduced speeds
Cycle Routes	
NCN51 not direct for access to Village Centre	Improved cycle route provision on Oxford Road
No cycle parking adjacent to shops	Provision of cycle racks outside shops (note some have since been installed outside shops at junction with Broadway)
Perpendicular car parking at shopping parades presents a hazard to cyclists	Reconfiguration of parking bays to become parallel with pavement
Parked cars on service road could result in cyclists being 'squeezed' or pressured to increase speed. Risk of drivers opening doors. Cyclists required to use other side of carriageway risk of collision with on-coming vehicles, no priority.	Remove or reduce on-street parking Reduce vehicle movements with use of modal filtering on Maple Avenue and Morton Avenue and junction modifications allowing direct access to The Broadway from Oxford Road. Reconfiguration of junction adjacent to West Kidlington Primary School.
Cycle route along the east service road does not provide a convenient route to Sainsbury's and schools from residential areas to the east of Oxford Road. Cycle route gives way to Sainsbury's access and is narrow and segregated with painted line	Widen Shared Use Path using available verge adjacent to Sainsbury's. Provide toucan crossing from west service road

A4620_3 Bicester Road to Sterling Road approach

The Bicester Road junction with Oxford Road is signal controlled with pelican crossings on the northern and eastern arms (Bicester Road). The carriageway from the junction of has two lanes on the southbound approach to the junction with Bicester Road and a ghost island at the priority junctions with Churchill Road and Green Road. There is a signalled junction with Yarnton Road, again with a two- lane southbound approach and pelican crossings on the southern and western (Yarnton Road) arms. A section of cycle lane is present on the northbound approach to this junction leading to an advanced stop line and waiting areas for cyclists. A pedestrian refuge is present approximately 75m to the north of the junction. A further ghost island is present at the priority access to Exeter Hall with an overrun section opposite the access. Bus stops (post and flag only) are located to the north and south of the pedestrian refuge.

A4620_4 Sterling Road approach to High Street

The junction with Sterling Road approach is signal controlled with pelican crossings on each arm. The northbound approach includes a right-turn lane. There is a cycle/pedestrian access to Exeter Hall adjacent to the crossing point over the northbound arm. Sterling Road approach provides access to village centre car parks. To the north of the junction there is a further ghost island serving a parking/servicing layby area fronting Kidlington library and five shop units. Access to the car park of the Red Lion public house is also taken from this layby. This provides is a privately-operated pay and display car park. There is a further short stay parking area in the layby with the capacity to accommodate around ten cars in this layby including one space marked for disabled use. The ghost island and hatched area extends the length of the layby.

A4620_5 High Street to Benmead Road

From the High Street, Oxford Road becomes Banbury Road. The junction of Oxford Road/Banbury Road and Lyne Road is adjacent to the pedestrianised entry into the High Street. This junction is signal controlled with pelican crossings on the western (Lyne Road) and northern arms. There is no specific provision for cyclists in this location. On the eastern side the footway passes across the accesses to two pub car parks. Bus stops for services in both directions are located here (flag and pole only). A ghost island is present at the priority junction with Benmead Road.

A4620_6 Benmead Road to The Moors

To the north of Benmead Road a bus shelter is present on the eastern footway. This is accommodated within the area of grass verge. A service road commences approximately 100m to the north of the junction with Benmead Road. This primarily provides access to residential properties with three access points along its length. The service road terminates before the junction with Lyne Road with concrete bollards in place. This service road is separated from the main carriageway by a grass verge. The verge is

planted with trees and shrubs along much of its length however parking is observed to take place on the grassed areas. A ghost island is present at the junction with Lyne Road and Lyne Road has a marked left and right turn lane with a wide bell mouth. To the north west of this priority junction a further service road is present on the western side of the carriageway of Banbury Road, again primarily providing for access to residential properties. This is closed off with concrete bollards at the southern end. There is a ghost island at the northern access to this service road and a further ghost island serving the priority access to The Moors.

Residential areas in Kidlington and Gosford

North-west Kidlington

Residential properties within north west Kidlington are mostly located on cul de sacs and closes with no through routes. The layout of these roads largely acts to limit vehicular speed. Lyne Road and Grovelands act as distributor roads for this estate both forming part of existing bus routes with a 30mph speed limit. There are no traffic calming features except for a road narrowing on Grovelands approximately 100m from the junction with Yarnton Road. As few properties are accessed from Lyne Road and Grovelands, footways are mostly not overlooked.

A traffic free cycling and walking route (Alleyway) runs roughly parallel with the distributor roads. This is a 3m wide shared path with footpath links from surrounding residential roads linking with the village centre along the perimeter of the Exeter recreation ground and Crown Road. The path forms part of the Sustrans national cycle route 51. It is assumed that this route is selected over the use of Oxford Road as it is traffic free, however it is less direct for accessing the village centre and has been designed to accommodate local movement around the neighbourhood. Some sections of the route are overgrown with vegetation from residential properties overhanging the path alongside a need edge back to reveal the full width of the path. The route is interrupted by a number of roads where some minor issues have been identified. These are summarised in **Table 1.4** below. More general issues are summarised within **Table 1.5**.

Table 1.4 Summary of issues at junctions on Alleyway/north-west Kidlington pedestrian/cycle route

Junction crossing	Issues	Solution
Exeter Recreation Ground	Unnecessary barriers which are unsightly but unrestrictive	Remove barriers
The Phelps	Metal barriers may restrict access for some users. Potential conflict with vehicles on carriageway	Remove barriers and replace with single wooden bollard. Coloured/textured surface over crossing
Lyne Road	No dropped kerb, route does not continue north directly opposite, unclear whether northern section is still shared use. Potential conflict with vehicles on the carriageway	Improved/consistent signage. Raised crossing area/dropped kerbs.

Junction crossing	Issues	Solution
Chorefields	Potential conflict with vehicles on the carriageway. No parking restrictions – potential for parked vehicles to block dropped kerbs	Coloured/textured surface over crossing. Improved signage. Road markings to prevent parking near the accesses to the route.
Wilsdon Way	Metal barriers which may restrict access for some users. Overgrown vegetation. Potential conflict with vehicles on the carriageway.	Remove barriers and replace with single wooden bollard. Coloured/textured surface over crossing
The Ridings	Access to Lyne Road from The Ridings is via a narrow path. Route for cyclists returns to carriageway but this is not clear therefore narrow access onto footway may instead be used	Improved signage

Access to the canal towpath at Roundham Locks and the Begbroke Lane track is via Partridge Close with a further access from Yarnton Road at the canal bridge (described below).

Table 1.5 Summary of issues within north-west Kidlington residential area

Issues	Potential Solutions
Lyne Road/Grovelands functions primarily as a distributor road with the potential for excessive speed.	Traffic calming/speed monitoring and enforcement. Public realm improvements such as vegetation clearance and tree planting
Access to Roundham Locks from Partridge Close poorly defined with poor visibility from the footpath.	Improved waymarking, reduced speeds on Lyne Road. Management of vegetation to improve visibility

South-west Kidlington

Morton Avenue, Almond Avenue and Hazel Crescent form the main access roads within the area. Unlike Grovelands and Lyne Road, these are fronted by residential properties. There are no bus services routing through this area with the nearest bus stops located on Oxford Road. The Kidlington Masterplan SPD identifies these roads as being prone to rat-running. Speed cushions are in place on both Morton Avenue and Almond Avenue. Morton Avenue forms part of Sustrans Route 51, connecting with Oxford Road via traffic-free path to the immediate south of West Kidlington Primary School. This is accessed via a narrow section of pathway from Hardwick Avenue.

The Oxford canal runs along the western edge of this residential area however there is no access to the towpath on the western bank of the canal other than that available at Yarnton Road. There is an existing well used footpath which connects the canal bridge at Yarnton Road with Morton Avenue. Members of the public can be observed to access this footpath via the access road to the football pavilion and allotments. This access road is directly opposite the shared path routing through north-west Kidlington.

Table 1.6 Summary of issues within south-west Kidlington residential area

Issues	Potential Solutions
Morton Avenue, Almond Avenue and Hazel Crescent identified as being subject to rat-running.	Modal filters to prevent through traffic movement
Access to the off-road section of the cycle route is via a narrow footway.	Localised footway widening
Nearest access to the canal towpath is from Yarnton Road via stepped track with reduced visibility.	Improvements to this access point and the route to this via an existing PROW adjacent to the football pitch
Transition from shared path north of Yarnton Road to Morton Road is unclear with potential for conflict with vehicles.	Clear junction signage and markings required. Consideration of lower speed limit on Yarnton Road

North-east Kidlington

Kidlington village centre lies within north east Kidlington and access on foot and by cycle into this area is reviewed above in Section 1.1.1. Unlike areas within west Kidlington many of the residential roads allow for through traffic movements with fewer cul de sacs and closes. Evans Road, Mill Street and High Street are all part of existing frequent bus routes. An infrequent service operates via The Moors. The Kidlington Masterplan SPD identified The Moors, Mill Street, Evans Road and Green Road as being prone to rat-running. The speed limit on all roads within the area is 30mph with traffic calming in place only on The Moors and Mill Street. This is in the form of speed humps. North Kidlington primary school is accessed from Benmead Road.

Table 1.7 Summary of issues within north-east Kidlington residential area

Issues	Potential Solutions
The Moors, Mill Street, Evans Road and Green Road identified as being subject to rat-running	Modal filters to prevent through traffic movement
Narrow footpath links	Improve wider pedestrian environment to reduce dominance of vehicles
Narrow footpaths approaching North Kidlington primary school	Modal filter on Benmead Road providing use of road space for pedestrians within the vicinity of the school

South-east Kidlington

Kidlington and Gosford Leisure Centre and Gosford Hill School are both located within the south eastern area of Kidlington therefore drawing trips from across the area. Both the school and the leisure centre are accessed from the service road on the eastern side of Oxford Road. A second access to Gosford Hill School from Bicester Road was granted permission to close in 2000 (Ref. 99/02281/OCC) therefore focusing access for all modes on the main access from the Oxford Road service road. Thames Valley Police

Headquarters South is also accessed from this service road with a further access from Cromwell Way. This access road is also a public right of way providing a connection between Cromwell Way and Oxford Road.

Bicester Road runs east-west between Oxford Road and Bicester Road. Traffic calming is in place in the form of speed cushions. A 0.85m painted cycle lane is present on both sides of the carriageway. A footway and grass verge are present on both sides. A shared pedestrian/cycle track is present to the west of the carriageway of Bicester Road (running north/south) this crosses to the east of the carriageway as it approaches the Kidlington roundabout. There is no direct provision for cyclists entering this track from Bicester Road (east/west). A footpath connection is available between Bicester Road and Oxford Road along the northern perimeter of the Sainsbury's site.

Table 1.8 Summary of issues within south-east Kidlington residential area

Issues	Potential Solutions
Bicester Road (east/west) has sub-standard dashed painted cycle lanes.	Carriageway width insufficient to provide for protected or stepped lanes. Provide shared track off road making use of existing space or widen carriageway to provide stepped/protected lane.
Access to Kidlington and Gosford Leisure Centre and Gosford Hill School focused at single point on Oxford Road service road	Reduce through traffic movements and parking along service road to create safer conditions for cycling Consider reopening of former access from Bicester Road (east/west)
Public right of way using Thames Valley Police Access Road potential conflict with pedestrians using the carriageway	Traffic calming, signs
Off-road pedestrian/cycle track ends adjacent to Sainsbury's northern perimeter	Continue provision for cyclists along the service road through modifications to parking and restrictions to through traffic flows

Routes to schools

Plans of existing school catchment areas for schools within Kidlington have been used to understand key desire lines for the journey to school acknowledging that this is not the only journey that children make within their local areas.

Edward Field Primary School comprises of the residential area on the eastern side of Kidlington extending south from High Street alongside a further residential area within west Kidlington therefore alongside residential streets, Oxford Road and Bicester Road are key routes for accessing this school.

The catchment for North Kidlington Primary School extends from High Street and Lyne Road northwards encompassing Thrupp and Shipton on Cherwell. Therefore, requiring movement across Banbury Road between east and west Kidlington and along Banbury

Road itself. Except for a signalled crossing point at the junction of Banbury Road/Lyne Road crossing points are in the form of pedestrian refuges.

The catchment of West Kidlington Primary School is entirely to the west of Oxford Road encompassing a small area to the north of Yarnton Road. As such routes to school are likely to be focused on residential roads within this area with the additional need for some to cross Yarnton Road.

The catchment for Gosford Hill secondary school comprises of the whole of Kidlington and the surrounding villages to the east (Islip, Hampton Poyle, Shipton on Cherwell, Oddington, Charlton on Otmoor). Therefore, children attending Gosford Hill School are drawn from all residential areas of Kidlington as well as from villages to the north and east. Oxford Road forms part of every journey to and from this school within this route also representing the most direct approach.

Yarnton and Begbroke fall within the catchment area for Marlborough School in Woodstock for secondary children with the A44 forming the majority of the route.

Langford Lane employment area

Employment areas are located on the north western edge of the built-up area of Kidlington. These comprise of Oxford Airport, Oxford Spires Business Park, Station Field Industrial Estate, Oxford Motor Park, Langford Lane and Oxford Technology Park which is under construction. Access to Station Field Industrial Estate is from the A4260.

Langford Lane links the A44 to the west of Kidlington and the A4260 (Banbury Road) and therefore provides the main vehicular route north to and from the A44. Langford Lane also provides access to London Oxford Airport, Oxford Spires Business Park, Oxford Motor Park, Langford Business Park, the newly opened Premier Inn Hotel and the Oxford Technology Park. The 2011 Census recorded that output area Cherwell 019A which comprises all the above with the exception of the hotel and the Oxford Technology Park, had a workplace population of over 4000. In addition, there are 22 residential properties and a children's day nursery accessed via Evenlode Crescent. Kidlington Ambulance Station and Thames Valley Police Headquarters (north) are both located here.

There are no HGV routing restrictions as such HGVs accessing the employment area can route via Banbury Road/Oxford Road. The A44 & A4260 Corridor Study includes details of flows which indicate that during the AM peak period 15% of two-way traffic flows north of the Oxford Road/Banbury Road junction comprises of HGV traffic with a further 11% attributable to Light Goods Vehicles.

A 1.8m footway is present on the south side of Langford Lane from the junction with the A4260 to the roundabout junction with The Boulevard. This continues from the shared footway/cycleway on Banbury Road which commences approximately 300m to the south of the junction with Langford Lane. The Langford Lane/Banbury Road junction is signalled with no specific provision for cyclists or pedestrian phases. A new shared 2.5m footway/cycleway is to be provided to the east of this junction to the junction with the A44 in the west is to be provided using developer contributions. The first section from the west

of the Langford Lane roundabout junction with The Boulevard has been completed along the frontage of the Oxford Technology Park. The remaining section from the Oxford Technology Park site and the junction with the A44 is approximately 1m in width. From the junction with Banbury Road to Evenlode Close, Langford Lane has a speed limit of 30mph. For the remaining 550m there is an unrestricted speed limit. The Kidlington SPD identifies the need for a formalised crossing of the A44 on the south side of the junction with Langford Lane. Crossing provision is in the form of footpaths and refuges areas across the junction slip road and then the main carriageways providing access to the bus stop and footway/cycleway on the northbound carriageway.

The Oxford canal passes through the employment area but there are no official access points from the towpath. Informal access to the canal is evident in a few locations. These include a steep, well-used track accessed behind the crash barrier adjacent to the canal overbridge on Langford Locks. The SPD sets out how a new connection on the eastern side of the Canal from Roundham Bridge, to Station Fields Business Park should also be explored to provide an alternative route towards Langford Lane.

Table 1.9 provides a summary of issues related to accessing the employment area on foot and by cycle.

Table 1.9 Summary of issues on cycling and walking routes to Langford Lane Employment Area

Pedestrian Routes	Potential Solutions
No official access from the canal towpath	Informal access points could be upgraded
Narrow footway provision on the south side of the carriageway only. Footway interrupted by wide accesses and side roads.	Reconfiguration of accesses
Close proximity/no separation from fast moving traffic on final section towards the A44	Consistent lower speed limit could be implemented across the whole of Langford Lane. Undertake widening of shared use path as programmed.
Requirement to cross multiple lanes at roundabout junction to access The Boulevard, pedestrian desire lines not accommodated.	Short extension of footway on northern side with pedestrian refuge provision
Cycle Routes	
Shared footway/cycleway on Banbury road is insufficient width	Increase width or reduce speeds on the carriageway
Off-carriageway provision ends at Banbury Road/Langford Lane junction with cyclists re-joining carriageway with HGV traffic routing via Kidlington	Increase width of footway to enable shared provision and provide priority at side road junctions and accesses. Or Implement weight restrictions through Kidlington and reduce speeds to enable safer cycling on the carriageway from this point.
Close proximity/no separation from fast moving traffic on final section towards the A44	Consistent lower speed limit could be implemented across the whole of Langford Lane. Undertake widening of shared use path as programmed and enhance scheme to

	provide greater separation from traffic or reduce speeds.
No provision for cyclists at roundabout junction with The Boulevard	Reduced speeds/or off-carriageway provision
No provision for cyclists on Langford Locks, The Boulevard and Station Approach	Provide connection from the canal towpath or an alternative off-road route from Begbroke Lane

Oxford canal

The towpath of the Oxford Canal forms an important green transport corridor within Oxford. Improvements have now been completed between Aristotle Lane and Godstow Road with funding secured for a further section continuing north bringing the higher standard up to the A44, approximately 1.7km to the south of Roundham Bridge. Therefore, between the A44 and Oxford City Centre the canal towpath will benefit from a sealed surface and a typical width of 2m.

Within the vicinity of Kidlington and Thrupp, the canal towpath is a narrow unsurfaced path. The towpath is on the western bank of the canal with access points from Roundham Bridge, accessed from Partridge Place and Begbroke Lane and Yarnton Lane. From Yarnton Lane access is via steep steps with visibility partially obscured by the road bridge and a very narrow footway. Section 1.1.4 identifies that there are further informal access points from the canal to the towpath.

The Kidlington Masterplan Supplementary Planning Document identifies that Roundham Bridge and locks are already a focus for activity on the Canal and have the potential to act as a hub with increased facilities and connectivity. It further sets out that opportunities to increase access from residential estates to the east of the Canal should be explored to create connections for leisure and commuting.

Table 1.10 Summary of issues for cycling and walking on the Oxford canal towpath

Main Issues	Potential Solutions
Poor access provision at Yarnton Lane, stepped with poor visibility	Closure of Sandy Lane to through traffic following the closure of the level crossing will enable shared use of Yarnton Lane at the bridge removing the need for use of narrow footway. Provide a step-free and wider access point.
Access via Partridge Lane is over a level crossing and not well sign-posted	Consult with Network Rail on the future of this crossing to understand the scope for waymarking and improved access
Towpath is narrow and unsurfaced	Surface and widen to provide access to the Kidlington employment area, Thrupp and planned improvements to the south
No official access from the canal to the employment area	Provide dedicated access points

Accessing Oxford Parkway Station

Oxford Parkway Station provides for direct rail services to Bicester Village Station, Oxford, High Wycombe and London Marylebone. Access from Kidlington is via Oxford Road approximately 2.4km from the village centre. A shared footway/cycleway is present adjacent to Kidlington roundabout with uncontrolled crossings points at the Bicester Road arm. NCN51 routes cyclists between the service road on the western side of Oxford Road across the Frieze Way arm of the roundabout junction (five lanes in total) and subsequently the southern arm of the junction to join provision to the east of the carriageway (four lanes). The shared footway/cycleway continues on the western side but there are no crossing facilities available to access Oxford Parkway Station further along this route. A review of accident data for the five-year period 01/01/2015 to 31/12/2019 showed that there were eight reported accidents at this junction that involved cyclists. A shared path continues adjacent to the southbound carriageway separated by a grass verge for the first 200m. Separation returns to the south of the A34 overbridge. A segregated exit is provided into the station forecourt.

From Yarnton and Begbroke the most direct route is via the A44 (see below for a review of existing provision for pedestrians and cyclists along the A44 corridor). However, facilities are absent on the after the A44 roundabout junction with Frieze Way therefore routing via Kidlington represents the only viable option adding approximately 1km to the journey.

Access routes to Begbroke and Begbroke Science Park and Yarnton from Kidlington

There is a restricted byway (Begbroke Lane) connecting Begbroke Village with Kidlington accessed from Partridge Place and Lyne Road. Begbroke Lane is unlit with a gravel surface passing through agricultural land on both sides and forms part of the Sustrans National Cycle Network. Access from Begbroke is from Begbroke Lane, a residential road within the village. Accessing the track from Partridge Place is via a level crossing (Roundham). The level crossing is operated by private individuals with access via a gate and miniature stop lights with 138 trains per day with a line speed of 100/110mph. Network Rails current assessment data assumes 'infrequent vehicle use' and 'infrequent pedestrian use'. The A44 is the to immediate east of Begbroke. The off-carriageway footway/cycleway along the A44 continues along Woodstock Road East from approximately 400m to the north of Begbroke Lane and extending a further 150m to the south before continuing alongside the carriageway.

The proposed closure of the level crossing to vehicular traffic seeks to increase the attractiveness of this route for cycling and walking enabling Sandy Lane to become a green transport corridor. As such Yarnton Road will become a gateway to this route. The existing traffic-free route known as Alleyway also crosses Yarnton Road to continue along Morton Avenue with informal routing also adjacent to the football club. Presently there are no measures in place in this location. The closure of Sandy Lane to vehicular traffic is estimated to have the effect of significantly reducing traffic movements on Yarnton Road although this will continue to be on a frequent bus route. This reduction in traffic movements will increase safety with the greatest gains being achieved if this is accompanied by a speed reduction to 20mph recognising that this road will be an

increased focus of pedestrian and cycle activity. Physical measures are required to increase the visibility of pedestrians and cyclists as they cross between Alleyway, Morton Avenue and the footpath and access adjacent to the allotments as well as accessing the future green route resulting from the closure of the level crossing on Sandy Lane.

Table 1.11 Summary of issues on cycling and walking routes between Begbroke, Yarnton and Kidlington

Issues	Potential Solutions
Begbroke Lane (restricted byway) is unlit and isolated less presenting personal safety issues	Low level lighting
Surface rough in places	Re-surfacing
Presence of level crossing on Begbroke Lane – increased use would represent increased risk and may not be supported by Network Rail	Promotion/development of the route requires discussion with Network Rail
Sandy Lane is subject to higher vehicle speeds on rural section	Reduced speeds, creation of ‘Quiet Lane’, modal filtering
Presence of a level crossing on Sandy Lane	Requires discussion with Network Rail
Yarnton Lane (east of the canal bridge) – the off-road cycle route which forms part of NCN 51 crosses over to Morton Avenue with no warning to cyclists or vehicles on Yarnton Road.	Reduce speed on Yarnton Road, road markings and signage to increase awareness of presence of cycle route
Sandy Lane (west of canal bridge) no footway/cycleway for the majority of the route. Link is subject to unrestricted speed limit (60mph). High vehicle speeds present a danger to pedestrians and cyclists using the carriageway. Higher level of cycling skill required to use Sandy Lane. Level crossing presents a potential hazard for increased use.	Designate as a ‘Quiet Lane’ and/or restrict vehicular access. Work with Network Rail to achieve the best outcomes for pedestrians and cyclists in the provision of crossing facilities.
Yarnton Lane (west of the level crossing) Unpaved surface, poor quality crossing facilities at the Cassington Road/A44 roundabout junction.	Network Rail plan to close the level crossing and provide surfacing and a footbridge. Toucan/signal-controlled crossing facilities on A44 providing for access to Yarnton

Access by all modes to Begbroke Science Park is from the A44 with a signal-controlled junction onto Begbroke Hill which is a private road. There is a staged pedestrian crossing across the eastern arm (Begbroke Hill and the northern arm (A44). ‘Cyclists Dismount’ signs are present on the shared pedestrian/cycleway on the A44 approaches to the junction. There is a segregated pedestrian/cycleway on Begbroke Hill.

Begbroke Science Park is also accessible on foot and by cycle from Sandy Lane with off-road provision commencing to the east of Livingstone Close to this access point. Sandy Lane is subject to a 30mph speed limit within the built-up area of Yarnton. Outside of the built-up area the speed limit is unrestricted (60mph). Sandy Lane passes over a level crossing controlled by automatic half barriers. Network Rail identify a higher level of risk

for this crossing with frequent use contributing to this assessment alongside the high frequency of trains. Network Rail data indicates 108 pedestrians and cyclists using the crossing per day. Network Rail plan to close the level crossings on Sandy Lane and Yarnton Lane, providing a ramped bridge on the former and a stepped bridge on the latter. Sandy Lane crosses over narrow canal bridge to the west of Kidlington. The bridge is signal controlled with shuttle working. The speed limit returns to 30mph within the built-up area of Kidlington.

The Kidlington SPD identifies Yarnton Lane, which connects from the Canal at Sandy Lane / Yarnton Road via another level crossing to the A44 on the south side of Yarnton, as a route which should be improved as a cycling and walking corridor. The route is well-used but unsurfaced. Yarnton Lane emerges onto to the A44 adjacent to the Turnpike public house and the roundabout junction of Cassington Road and the A44 where crossing facilities are limited to a pedestrian refuge.

The catchment area for North Kidlington comprises all of the built-up area of Kidlington to the north of the High Street and Lyne Road there is a need for movement across Banbury Road. A pelican crossing is present to the immediate north of the High street with all further formal crossing points being in the form of pedestrian refuges. The catchment includes Thrupp and Shipton on Cherwell from which access on foot is via a narrow path at the side of the carriageway where the speed limit is 50mph. The canal towpath provides an alternative route for part of the journey. There are no specific facilities for cyclists within this catchment.

A44 corridor

Improvements to the A44 corridor are planned as part of the 'Housing and Growth Deal Infrastructure Programme' and are detailed below in Section 5. Table 4.12 summarises issues identified with the existing cycling and walking route.

Table 1.12 Summary of existing on A44

Issues	Potential Solutions
Transition from cycleway at the northern end of Woodstock Road is poorly defined and located at point of entry from A44	Clear markings and transition consistent with latest design guidance
Fast moving vehicles on Woodstock Road	Traffic calming on Woodstock Road/Speed reduction/warnings of presence of cyclists
Return to the cycleway at the southern end of Woodstock Road is poorly defined	Clear markings and transition consistent with latest design guidance

Access routes to Islip

Islip benefits from a primary school, doctor's surgery and a small village shop providing containment for some trip purposes. Islip is within the catchment area for Gosford Hill School approximately 4km from the village centre. Kidlington is also the closet

destination from shopping and leisure activities whilst representing a significant destination for workplace trips. The route between Islip and Kidlington is via Kidlington Road and Bicester Road with the two roads connected with the junction of Kidlington Road forming part of the on and off slip roads to the A34. There is no specific provision for pedestrians or cyclist on Kidlington Road which is subject to the national speed limit for single carriageway roads (60mph). Within the village the speed limit reduces to 30mph with speed humps in place. There is a narrow path on the approach to Bicester Road. This path ends to the south of the roundabout junction with Bicester continuing on the other side. There are no crossing facilities at this point and the speed limit is 60mph. On the approach into Kidlington the speed limit becomes 40mph. To the south of the signalled junction with Bicester Road there is a shared footway/cycleway which continues to the roundabout junction with Oxford Road/Frieze Way.

Table 1.13 Summary of issues on cycling and walking routes to Islip

Pedestrian/Cycle Routes	Potential Solutions
Kidlington Road has no footpath and is subject to 60mph for 1km	Speed reduction measures designation as a shared use route (presence of ditches either side of the carriageway likely to make footway provision difficult)
Footway very narrow on link between Bicester Road and Kidlington Road High traffic volume High Speeds	Footway widening Reduced speeds
No crossing facilities to the south of the roundabout junction	Pedestrian/cycle refuge
Initial high speeds on Bicester Road Narrow footway	Consistent lower speed limit across route (reduce to 30mph) Measures/signs to alert drivers to presence of cyclists
Difficult transition for cyclists from carriageway to off-road provision to the south of signalled junction	Minor modifications at junction to provide smooth transition Reduced speeds

Access routes to Thrupp and Shipton on Cherwell

Thrupp represents an important destination for leisure with tea rooms, kayak hire, and a public house located at the canal basin/River Cherwell. Thrupp is accessible via the canal towpath however towpath is narrow and largely unsurfaced and therefore represents a poor-quality route for cyclists. Access is also via Banbury Road which has a 50mph speed limit in place. There is a narrow footway on the eastern side of the carriageway which is located on the edge of the carriageway. From Banbury Road, Canal Road leads to the village facilities, canal and river. There are no footways on canal road. The speed limit is 20mph.

The towpath along the River Cherwell continues towards Shipton on Cherwell. Shipton on Cherwell is also accessed from Kidlington via Banbury Road with the narrow footway continuing along the eastern side of the carriageway.

Table 1.14 Summary of issues on cycling and walking routes to Thrupp

Pedestrian Routes	Potential Solutions
Footway on Banbury Road very narrow and close to fast moving traffic	Widen footway
Canal towpath unsurfaced and narrow potential for conflict with cyclists	Widen and surface
Cycle Routes	Potential solutions
No cycle parking for the facilities (tearoom, kayak hire, river walks)	Provide cycle parking
Canal towpath unsurfaced and narrow and hazardous for cycling	Widen and surface
No segregated facilities on Banbury Road but speed limit 50mph	Widen footway to provide shared use path/reduce speed limit up to Canal Road to be consistent with that within Kidlington built up area

Access routes Hampton Poyle

Cycling and walking routes to Hampton Poyle have significant leisure value. NCN 51 continues from Kidlington village centre on road via the High Street and Church Street. From Church Street the route is via a traffic-free track, eastwards, through St Mary's Fields Reserve. The track is rough in places. The track meets Oxford Road in the east which continues north into Hampton Poyle. There is a barrier at the end of the track which restricts entry/exit for adapted bikes and mobility scooters. Oxford Road is subject to the National speed limit (60mph) outside of the built-up area of the village with no footway or cycle way provision. NCN51 continues north through Hampton Poyle on to Bletchingdon a further 2km in distance. This on-road section is also subject to the national speed limit.

Table 1.15 Summary of issues on cycling and walking routes to Hampton Poyle

Pedestrian Routes	Potential Solutions
No cycle parking at St Mary's car park	Provide cycle parking
Cycle Routes	
NCN51 traffic free track has a rough surface in places potentially limiting access by mobility scooters and reducing comfort for road bike users	Renewed/improved surfacing
Barrier restricts use at Oxford Road entry to track	Remove barrier and replace with alternative provision to restrict entry by motor vehicles

NCN51/Oxford Road subject to fast moving traffic	Designation as a quiet lane
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Annex 2. Initial consultation report

An overview of the LCWIP detailing the proposed measures and route network was circulated by Cherwell District Council to Parish Councils and local groups through the K5 network with an invitation to comment by email. Details of the proposed LCWIP were also included on Cherwell District Council's social media feeds (Facebook and Twitter). The timing of the consultation during the early 2021 Coronavirus lockdown meant that face to face events were cancelled and public libraries were closed thereby limiting wider communication with the local population. However, the LCWIP covers an extensive area with a future requirement for detailed consultation on individual aspects of the Plan as detailed designs are developed.

In total, 52 responses were received, these included responses from residents from Kidlington, Thrupp, Bunkers Hill, Shipston on Cherwell, Yarnton, Gosford and Water Eaton and Islip from the following organisations:

- Kidlington Parish Council (with further discussions with CDC and the consultant at two meetings)
- Islip Parish Council
- Shipston and Thrupp Parish Council
- Begbroke Parish Council
- Cyclox
- Oxfordshire Cycling Network
- Residents from Kidlington, Thrupp, Bunkers Hill, Shipston on Cherwell, Yarnton, Gosford and Water Eaton and Islip

Discussions have also been undertaken with Oxfordshire County Council (OCC) as the highways authority with the responsibility to take the plans forward. OCC have reviewed the Draft LCWIP in detail setting out required additional information and amendments to the format prior to taking it forward to cabinet.

Some responses provided very detailed comments on specific sections of the network. These comments will be considered further as the LCWIP is refined and have also been provided to OCC.

The main themes identified within the comments are summarised below.

Consultation issues

Comments received included concerns that the consultation would not reach those without internet access or users of social media and that the timeframe for commenting on the LCWIP was too short. It is acknowledged that circumstances prevented some public engagement activities which would have given the opportunity to receive responses from a

wider section of the local community. However, at this stage the LCWIP represents a strategic plan that has been developed in order to provide the evidence base for local planning and securing the necessary funding to achieve improvements to the cycling and walking network. The approach taken in developing this strategic plan are in accordance with the Government's Technical Guidance with the proposed outline improvements developed with reference to LTN1/20. All elements of the LCWIP will subsequently require detailed design and consultation.

“How will the proposals be funded”?

Some responses questioned how the LCWIP would be funded with some concern about already constrained budgets. The LCWIP will provide the basis for securing developer funding in relation to the planned development areas and wider local and national infrastructure funding with LCWIPs representing a Government requirement.

What are the next steps?

Those responding to the consultation were keen to understand the next steps, in particular the extent to which specific elements of the LCWIP such as 20mph would be subject to separate consultation and the timing of delivery of improvements. Individual components of the LCWIP will be subject to further public consultation as they come forward the timing of which is to be determined by the adoption of the LCWIP and subsequent securing of funding.

Developing the route along the Oxford Canal Towpath

The comments include a number suggestions relating to the improvement of the canal towpath for cycling and walking with calls to provide a sealed surface at least as far as Langford Lane (from Kidlington Parish Council) and possibly Thrupp (Thrupp Parish Council). It was also considered that the canal could provide a traffic free route to Oxford building on improvements that are already taking place between Oxford and the A44. Concerns were also raised about the potential for conflict between pedestrians and cyclists should insufficient width be achievable on the towpath noting that a shared use path has a minimum width requirement of 3 metres. Consideration will therefore be given to the inclusion of the canal within the LCWIP with the view to making the towpath more accessible for all.

Provision for pedestrians and cyclists on the A44

Detailed comments were received from residents in Yarnton and from Begbroke Parish Council with respect to the proposed improvements on the A44. Calls for safe crossing facilities on the A44 were central to these comments. Improvements to the A44 corridor are planned as part of the 'Housing and Growth Deal Infrastructure Programme' with optioneering currently in progress. The scheme includes plans for crossing facilities and a continuous 3.5m shared use path to the west of the carriageway. This route has been included in the LCWIP as a part of the overall network but will be progressed separately by

Oxfordshire County Council with detailed consultation to take place with respect to this (OCC to confirm the timing).

Kidlington roundabout

Specific comments were provided with respect to Kidlington roundabout with signalled crossings welcomed. Comments related to the need to upgrade paths and provide for high quality access to Stratfield Brake Sports Field and the need to address overgrown vegetation on the approach to the entrance. There was a call for controlled crossings on the Bicester arm as this is not included in the current OCC proposals. There were suggestions for a smaller, slower speed junction design with detailed comments provided by the chair of the Oxfordshire Cycling Network.

Oxford Road service roads

Comments relating to the Oxford Road service roads included the suggestion to make both sides designated cycle routes with coloured surfaces and a requirement for motorised vehicles to give priority to cyclists. There was a call for detailed design consideration of cyclists wishing to continue their journey at the end of the service road (north towards Kidlington village centre) with the suggestion that this is provided for off-carriageway. The issue of the existing parking configuration at the shops near the Broadway junction was raised with respect to the need for vehicles to reverse out of spaces and the hazard to cyclists that this currently poses. Direct access to the service road on the east of the carriageway from Fairfax road was suggested with modal filters limiting movement on the service roads. Concerns were raised with respect to the proposal for direct access to Broadway from the main carriageway accompanied by modal filters to restrict vehicle use of the service roads in terms of the potential for greater conflict between different types of road users. It was considered that existing parking on the service roads helped to reduce vehicle speeds and removal would have a negative impact. Kidlington Parish Council set out a preference for protected cycle lanes on the service roads. The Oxfordshire Cycling Network commented that using the service roads would help to achieve improved facilities without “massive investment”. It is acknowledged that there is more work required to determine the approach to delivering routes which capitalise on this existing infrastructure, with the need to understand the extent and nature of existing use for parking and the implications of restricting traffic movements either on the service roads themselves or adjacent roads to restrict through traffic movements and contribute to a reduction in flows.

Banbury Road service roads

It was requested that a no parking zone could be provided on the entrance to the service roads on Banbury Road with the aim of addressing the issue of vehicles running over the verge noting wider issues with parking on the verge which affects visibility and amenity.

‘Alleyway’

The Draft LCWIP refers to improvements to ‘Alleyway’ however a number of comments received questioned the location of this route. The section referred to is located within west Kidlington and marked in green on the proposed route network map. This is an existing 3m wide shared use path which runs from Yarnton Road, adjacent to Broad Close ending at The Ridings. The section between Yarnton Road and the recreation ground is also identified as Sustrans National Route 51. The proposed protected cycle lanes on Oxford Road would provide for a more direct route for cyclists returning the focus of this network of alley ways to more local use however there is a need to remove any restrictive barriers and provide dropped kerbs and improvements where it crosses residential roads.

20mph zones

20mph speed limits were broadly welcomed throughout Kidlington and surrounding villages, however there was concern that reduced speed limits would not be adhered to. Further comments suggested that for many roads reduced speeds were unnecessary due to the current layout, presence of speed humps and parked cars already restricting speeds.

Implementing 20mph across all residential areas will provide for consistency. National and international studies show that lowering the speed limit from 30mph to 20mph reduces the number of casualties and the World Health Organisation and the UN General Assembly recently mandated 20mph as the right speed limit where people and motor vehicles mix. Reduced speeds are required to enable cyclists to use the carriageway and is identified as a requirement within LTN1/20 when developing routes that can be used by cyclists of all abilities. There is a need for 20mph zones to be enforced and the approach to ensuring this will be part of the detailed design with average speed cameras and/or additional traffic calming measures representing key options, with lessons to be learned from existing 20mph zones in Oxford.

What is a ‘Protected Cycle Lane’

Many comments questioned the form that a protected cycle lane would take, some fearing that this would not represent much improvement over painted lines. Protected cycle lanes have some form of barrier between vehicular traffic and the cycle lane. This may for example be in the form of chicanes or a kerb. This will be subject to detailed design which will include public consultation. Some of the comments included requests for protected cycle lanes in locations such as the slip roads and residential roads. In such locations there is not enough carriageway width to provide this infrastructure with measures to reduce speed and traffic volume instead having a bigger role to play to enable the majority of cyclists to use the carriageway.

Potholes and poorly maintained surfaces

There were a number of comments relating to the dangers posed to cyclists by poorly maintained surfaces and the need to address this as a priority with plans in place to actively maintain existing and future routes. This is a wider issue to be addressed by OCC.

Shared-use paths (SUPs)

Concerns were raised about the potential for conflict on the proposed shared use path along Bicester Road (east/west) with respect to the high pedestrian flow particularly in relation to the schools. It was suggested that this was provided on the north side with the south side reserved for pedestrians. There was concern that provision of the SUP would require loss of trees. For Bicester Road (north/south) there was a call for clarification on what could be provided for the route to Hampton Poyle and the need for any Shared Use Path to be continuous and connected to existing provision. On Langford Lane there was a call for the SUP to have priority over side roads. Shared Use Paths were suggested for Oxford Road/Village Centre, noting that protected lanes are proposed for this section. Comments raised concerns about the issues faced by pedestrians using spaces shared with cyclists, in particular noting the width deficiencies on paths near to West Kidlington Primary School and issues on the canal towpath highlighting the need to consider the comfort and safety of pedestrians and address existing width deficiencies. Comments reiterated the need for separate provision for pedestrians and cyclists as much as possible with the preference for protected/traffic free provision for cyclists.

The LCWIP has been developed with reference to LTN1/20 which states that shared use routes in streets with high pedestrian or cyclist flows should not be used. The route plan incorporates existing sections of shared use paths (including that described as 'Alleyway') with some improvements to width and crossing point but with a focus on developing a more direct route on Oxford Road. The proposed SUP on Bicester Road (east/west) responds to local discussions on issues experienced in this locality, however in response to the above comments this should be reviewed with respect to pedestrian flows.

Need more/Less ambition

There was a call for more ambition within some comments while others questioned the need to further develop routes for cyclists. The LCWIP is being developed in accordance with the latest policy and design guidance which provides the basis for the proposed network improvements and level of ambition. Evidence from the Propensity to Cycle Tool indicates that a significant modal shift to cycling can be achieved in Kidlington with the provision of high-quality, continuous routes.

'LCWIP doesn't provide for pedestrians'

Some of the comments considered that the LCWIP was largely focused on the needs of cyclists. It is acknowledged that improvements specifically providing for cyclists are a

focus of the document however there is also benefit for pedestrians through measures such as reduced traffic volume and speeds and the provision of separate facilities for cyclists or safer on-road cycling conditions reducing conflict between the two user groups alongside measures to improve amenity such as increased tree planting.

Additional sections

Residents of Shipton and Cherwell and Bunkers Hill called for the extension of the provision of a Shared Use Path at the very least to the Shipton turn and ideally to Bunkers Hill with respect to the complete absence of any footway along this latter section. It was also suggested that there was an opportunity to improve an existing footway running adjacent to Shipton Quarry to provide a connection between Bunkers Hill and Shipton on Cherwell. Both of these suggestions will be considered in more detail.

Connecting with Oxford

Respondents were keen that the proposed route network provided connectivity to Oxford and the development of routes to the south of Kidlington towards the city centre. The development of cycle routes along the Oxford Road is being undertaken by OCC and details will be included in the final LCWIP.

Annex 3. Final consultation report

A part of the process leading up to the adoption of the Kidlington LCWIP, Oxfordshire County Council held a public consultation on the final draft document starting 8 October 2021 and concluded 7 November 2021. This consultation was hosted on the 'Let's Talk' platform and was promoted via various social media platforms with help from the Communications Team to help ensure maximum awareness.

Summary

19 people took part in this consultation, the majority of whom were from white background, one respondent had disability (sight, hearing and mobility issues), from various age ranges. 58% of respondents were residents of Kidlington while 37% were residents of the surrounding area. Most of them live and work in the OX5 1 and OX5 2 postcode areas.

63.2% of the respondents travel by sustainable modes within Kidlington and Gosford built-up area. Of which the most used mode is cycling at 42.1% usage. Only 15.8% of respondent walk and 5.3% travel by bus.

In terms of perception of current facilities, 47% of respondents were either satisfied or very satisfied with the existing walking network while 42% of respondents were either satisfied or very satisfied with the existing cycling network.

The most frequently selected issues preventing people walking were narrow paths on busy roads and a lack of connected routes. With regards to cycling, the majority of respondents don't use this mode due to busy roads. Other issues commonly selected that prevent people from cycling were road speeds, lack of cycle parking and routes that are not connected because of road speeds.

Some in-depth responses were acquired by this survey which included suggestions to add a few paths to the LCWIP, paths that need to be improved to benefit mobility users. The main improvements that were specified by the respondents to improve cycling are:

- More litter bins
- Better road/pavement surface- no potholes and dips, makes for a smoother ride/walk
- Separate/segregated cycleways, should be safe enough for young kids to ride
- Better connected routes, for example all along the high street
- Better designed junctions to accommodate cyclist and or pedestrians

The majority of respondents (89%) believe places that they like to travel to have been missed in the LCWIP. The following were provided as places missing from the LCWIP:

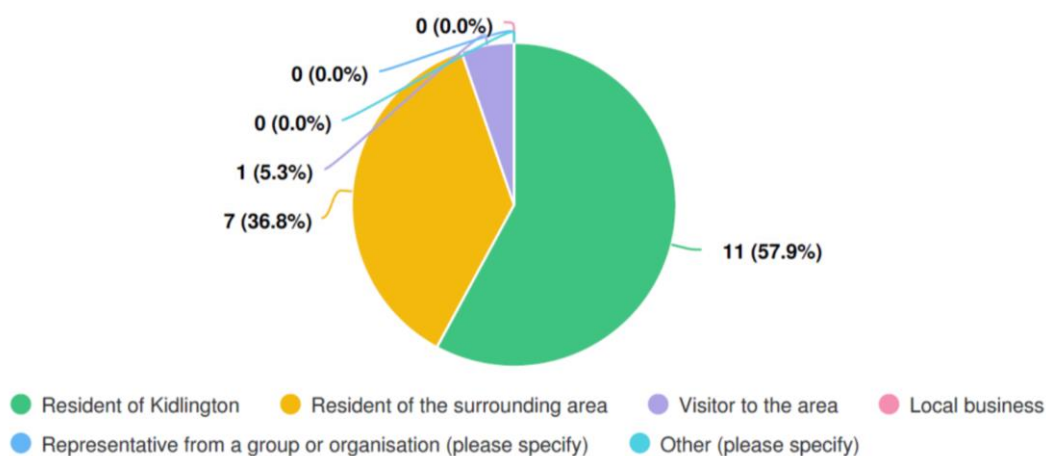
- Lane from Green Road to Bicester Road (needs updating by lifting up to stop flooding in some places which becomes very muddy in the winter)
- Cycle path surface across from St Mary's to Hampton Poyle
- Cycle path from Gosford / Kidlington to Islip

68% of respondents said they would be likely or very likely to cycle and 53% of respondents said they would be likely or very likely to walk more as a result of the improvements suggested in the LCWIP.

All in all, it is evident from the consultation that there are deficiencies in the cycling and walking provision in Kidlington and Gosford built-up area. It has been acknowledged that the LCWIP goes some way to addressing these. Suggestions (locations and improvement types) have also been provided where there are gaps in the LCWIP. Whilst Kidlington and Gosford built up area have a high level of sustainable travel already (as demonstrated through the consultation), this creates an advantageous foundation to further modal shift for those who mainly travel by car.

Results: About the respondents

Q1: Please say whether you are responding as a:



Out of 19 respondents a majority (57.9%) are a resident of Kidlington while 36.8% were resident of the surrounding area. Only 1 respondent was a visitor to the area.

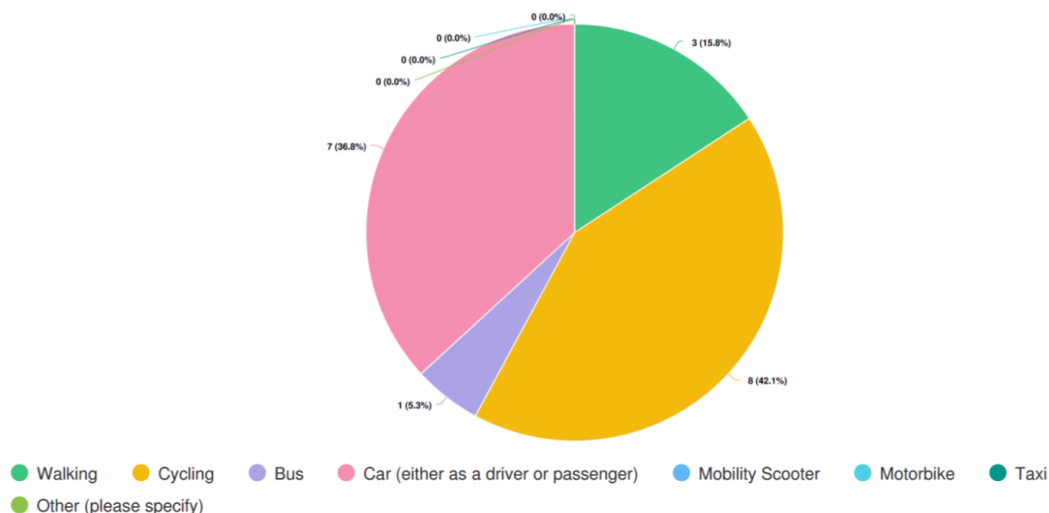
Q2: Please enter the first four digits of your home (or business if responding in this capacity) postcode e.g. OX5 1

47% of respondents live in the OX5 2 post code and 32% live in the OX5 1 post code area. The remaining respondents live in OX2 8, OX1 6, OX10 0 and OX4 3.

Q3: Please enter the first four digits of your work postcode e.g. OX5 1

25% of respondents work in the OX5 2 area, 8% work in OX5 1 area and 17% work in the OX1 3 area. The remaining respondents work in the following areas: OX1 1, OX2 6, OX2 7, OX10 0, OX1 5, OX2 0.

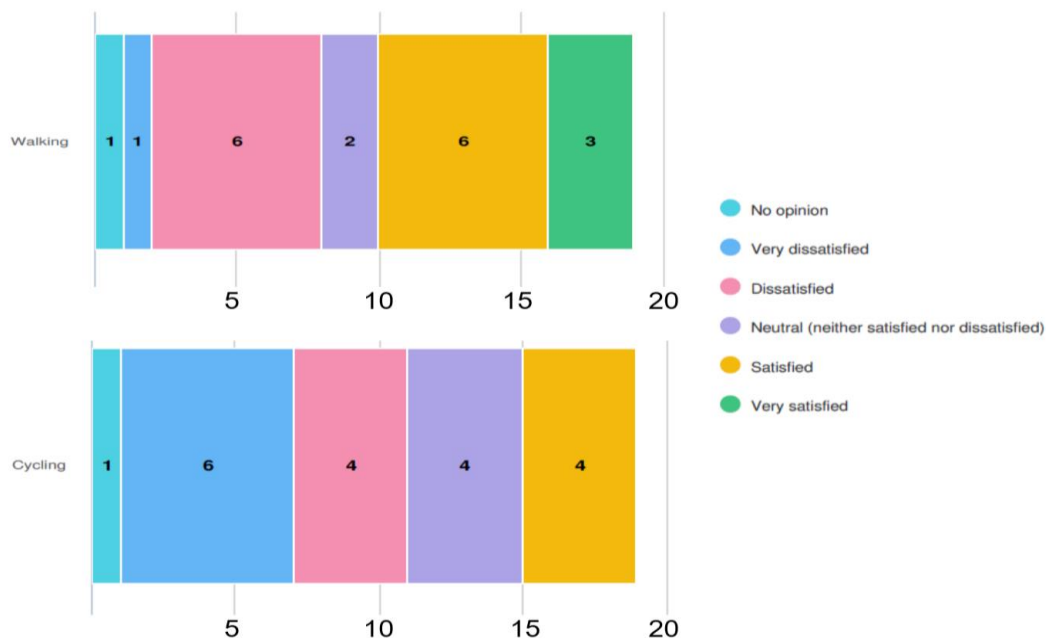
Q4: How do you most often travel within Kidlington and Gosford built-up area?



Most respondents (63.2%) travel by sustainable modes within Kidlington and Gosford built-up area. The most used mode is cycling (selected by 42.1% of respondents). Travel by car is the next most common mode (selected by 36.8% of respondents). A further 15.8% of respondents selected walking and 5.3% selected bus travel.

Results: Existing cycling and walking provision

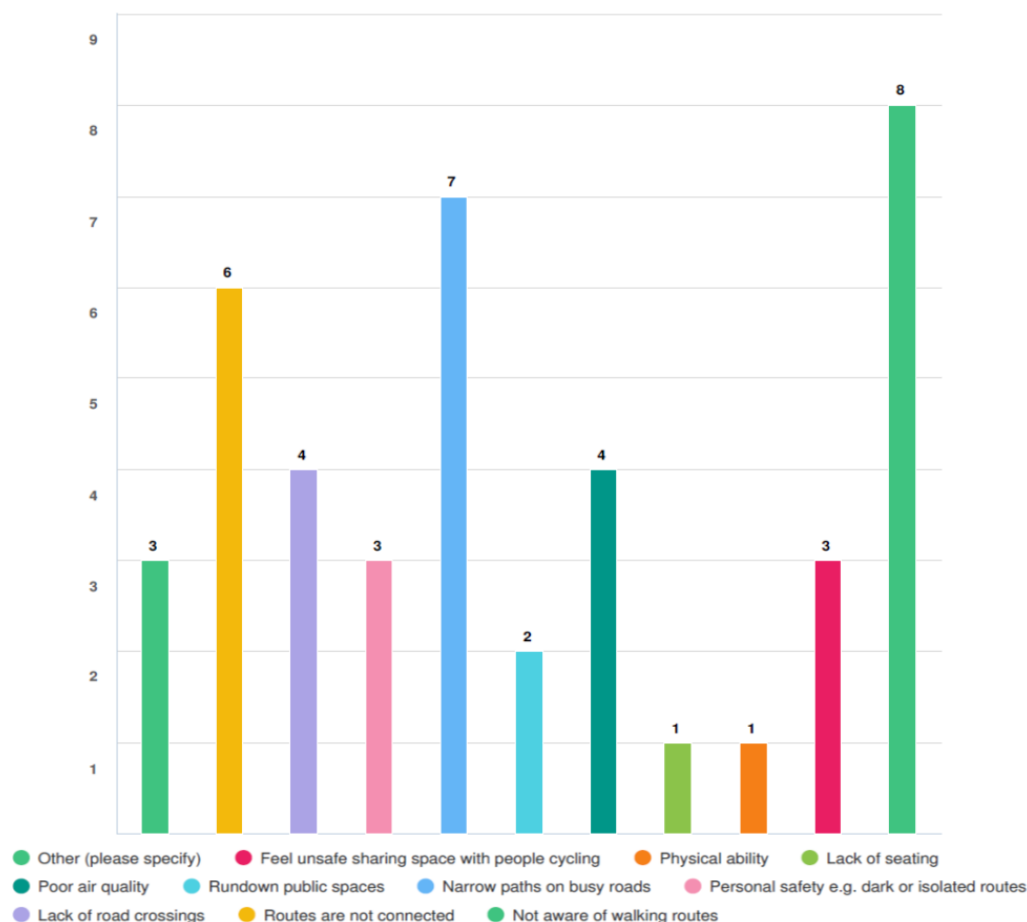
Q5: To what extent are you satisfied with the existing cycling and walking network in Kidlington and Gosford built-up area?



47% of respondents were either satisfied or very satisfied with the existing walking network. 37% of respondents were either dissatisfied or very dissatisfied with the existing walking network. The remaining respondents were neither satisfied nor dissatisfied or had no opinion.

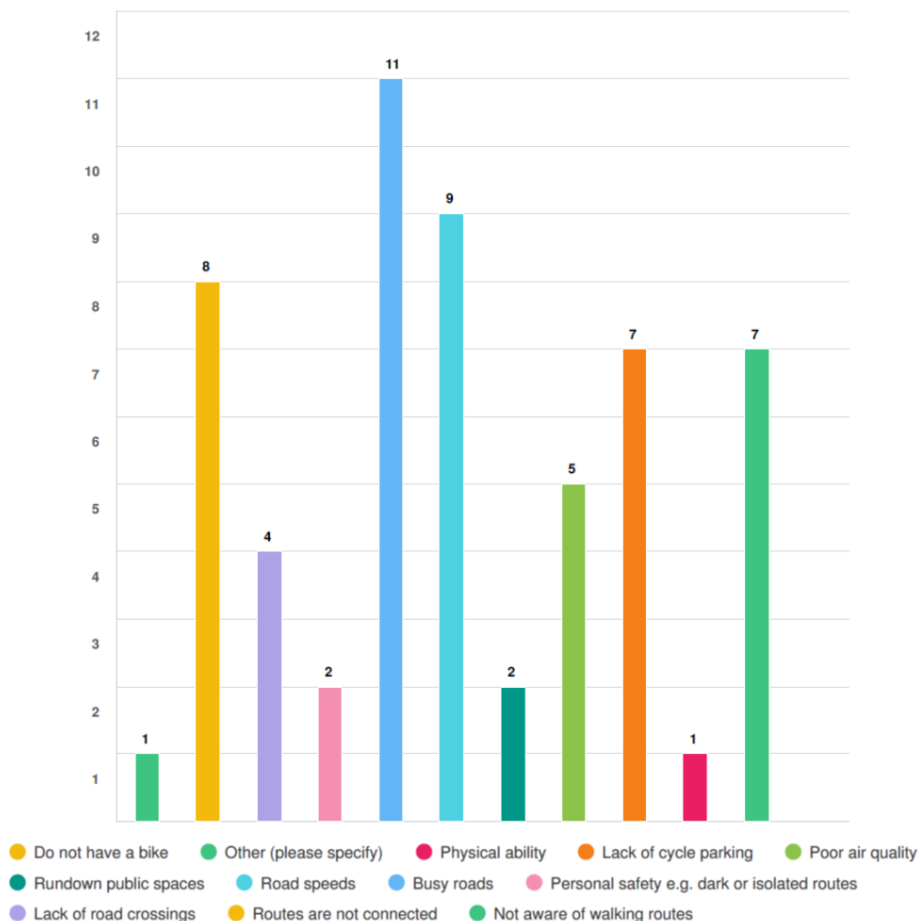
42% of respondents were either satisfied or very satisfied with the existing cycling network. 53% of respondents were either dissatisfied or very dissatisfied with the existing cycling network. The remaining respondents had no opinion.

Q6: What issues prevent you from walking at all, or from walking more frequently in Kidlington and Gosford built-up area and the surrounding area?



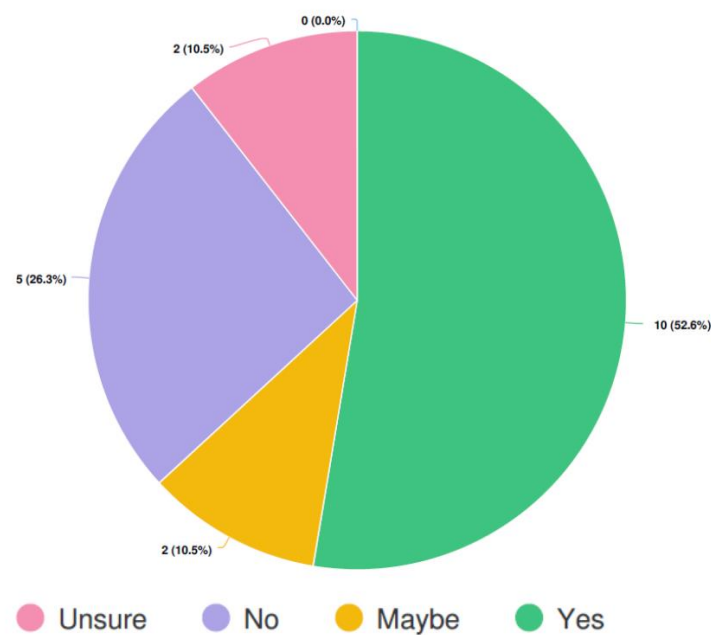
The most frequently selected issues preventing people walking were narrow paths on busy roads and a lack of connected routes. Poor air quality and lack of road crossings were also selected by many respondents. Lack of seating and physical ability were selected by respondents least when considering issues preventing them walking. Other responses provided stating why people do not walking include cars parked on the pavement, barriers that are too narrow to pass through with a pushchair, vegetation overgrowth, unattractive walking routes (with mo re canal crossing being beneficial to rectifying this) and poor quality pavement surface (e.g. Benmead Road).

Q7: What issues prevent you from cycling at all, or from walking more frequently in Kidlington and Gosford built-up area and the surrounding area? Please tick all that apply.



The majority of respondents do not cycle due to busy roads. Other issues commonly selected that prevent people from cycling were road speeds, lack of cycle parking and routes that are not connected because of road speeds. Other responses provided that prevent people from cycling include shared use paths, poor quality existing paths (surfacing and design) and not owning a bicycle.

Q8: A number of measures are proposed in the plan to improve cycling and walking. These include:- Wider footways- More road crossings- Routes without motor vehicles- Removal of physical barriers- Cycling spaces that are physically separated from roads and footways- Speed limit reduction - More benches and trees - Cycle parking - Direction signs Are there any other improvements that you would like to see for cycling and walking in Kidlington and Gosford built-up area?



Q9 & 10: Please specify what improvements you would like to see.

Respondents' answers were:

- “More litter bins please”
- “1. Allow cycling along the whole length of High Street, which is part of a Sustrans cycle route. Make access to High Street easier for cycles coming from Lyne Road. At present they have to dismount and use the pedestrian crossing. 2. Get rid of the cycle lanes on Bicester Road, which are too narrow for cars to pass safely. They are no use anyway, because at busy times cars are parked all along the road, making cycling extremely hazardous, especially for children. In any case, Bicester Road isn't an obvious route for cyclists, as it doesn't go anywhere in the village. 3. Change road humps so there is enough space at either side for cyclists to pass comfortably.”
- “Even pavements without potholes and dips”
- “I am a massive fan of cycling but feel that segregated cycle ways are the only sensible and safe options for this (segregated meaning a separate tarmac road dedicated to cycles) and would like to see a principle focus on this. I cycle a lot around Kidlington and the surrounding countryside in leisure time. By following this approach it is unnecessary to reduce speed limits on roads (which these may not even run parallel to) thereby ensuring all those travelling (including those who need to drive for work or travel long distances) can move safely and in a timely way. The focus of the plan should be on keeping everyone happy not penalising one road user to benefit another - this is likely to cause frustration to all parties - and is not what society wants.”

- “Better road surfaces with less potholes”
- “More rubbish bins.”
- “fundamentally, you need to make it safe enough so a 10 year old can ride unsupervised. in particular I would want to ensure cycles have priority wherever possible on side roads and road crossings. Kidlington has the potential to be an exemplary place to cycle.”
- “More shared use pavements, with priority at junctions. A lot of pavements are very wide and could accommodate this, rather than relying on the proposed 20mph limit. 20mph is meant to be safe, but it doesn't feel safe, particularly with children and having to weave in and out of parked cars.”
- “Cycle path needed for whole route from Kidlington, past airport to Woodstock road. This road has become very busy due to increase in building and increased traffic. Traffic speeds are high.”
- “Better designed junctions”
- “Various Road drains are dangerous with gaps that tyres can go into and dip badly.”
- “Clearing of footpaths.”

Q11: Have any places within the Kidlington and Gosford built-up area that you like to travel to been missed in the LCWIP?

The majority of responded (89%) believe places that they like to travel have been missed in the LCWIP.

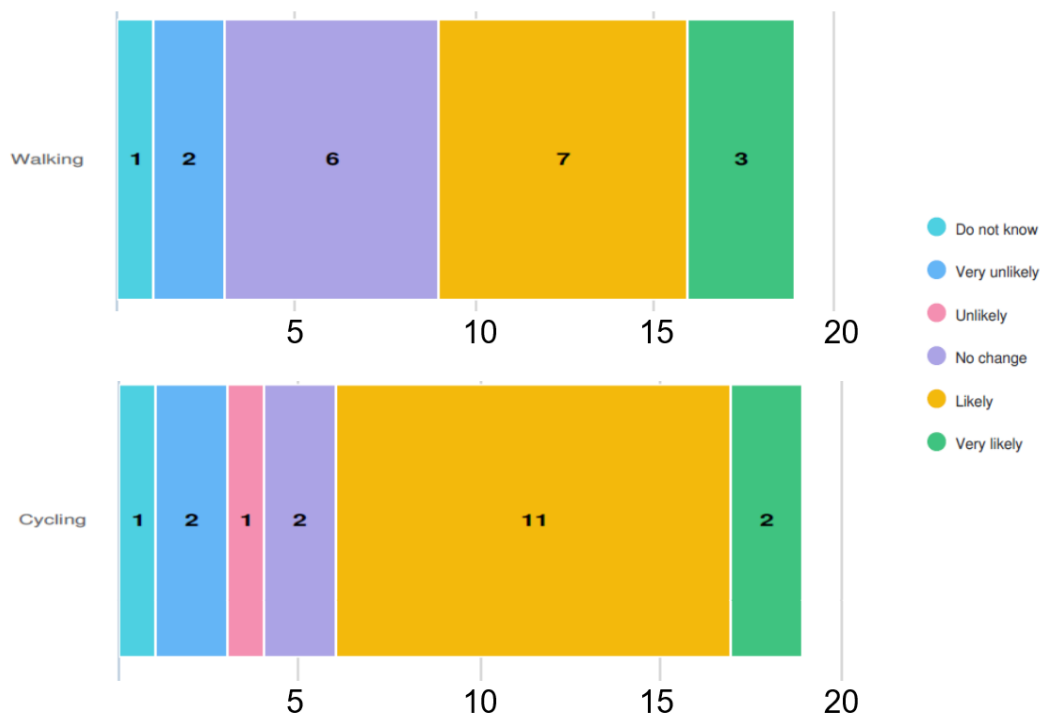
Q12: Please describe what these are.

The following were provided as places missing from the LCWIP:

- Lane from green road to Bicester road (needs updating by lifting up to stop flooding in some places which becomes very muddy in the winter)
- Cycle path surface across from St Mary's to Hampton Poyle
- Cycle path from Gosford / Kidlington to Islip

Results: Proposed measures effectiveness

Q13: Do you think you would be more or less likely to walk and/or cycle because of the proposed improvements in the LCWIP?



53% of respondents said they would be likely or very likely to walk more as a result of the improvements suggested in the LCWIP. 32% of respondents said there would be no change in their travel behaviour as a result of the LCWIP. The remaining respondents said they would be very unlikely to change their travel behaviour or do not know the impact on their travel behaviour, as a result of the improvements proposed in the LCWIP.

68% of respondents said they would be likely or very likely to cycle more as a result of the improvements suggested in the LCWIP because of the proposed improvements. 16% of respondents said they would be unlikely or very unlikely to cycle more as a result of the improvements proposed in the LCWIP. A further 16% of respondents said there would be no change in their behaviour or they were unsure the impact proposed improvements would have on their behaviour.

Q13: Do you have any further comments?

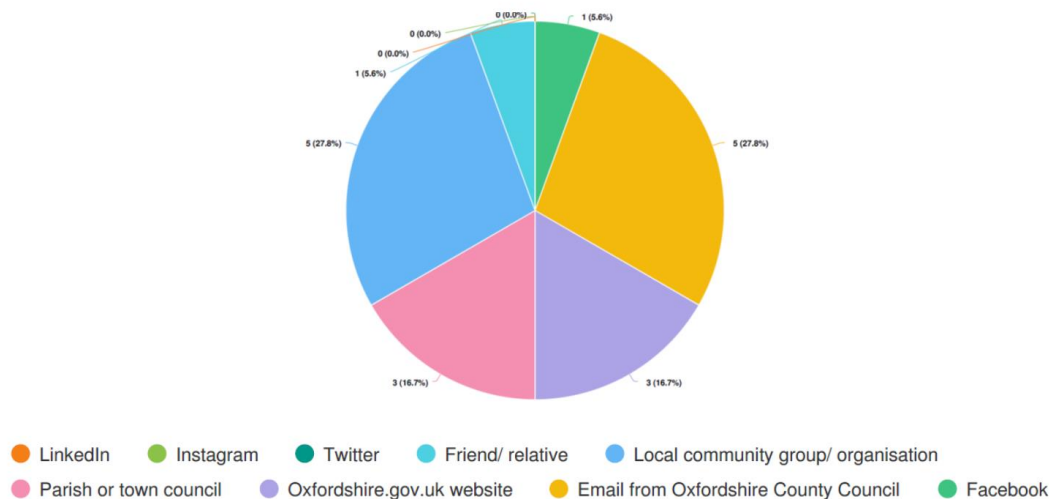
- "I support the proposed improvements"
- "If you are removing barriers, please remove the one in the alley between Green Road and Oxford Road. Since the Guide centre was renovated, a step has been put in which makes it impossible for a mobility scooter to get through. The barrier was put there to discourage cyclists, but the whole alleyway is so overgrown and

unpleasant that it no longer presents an attractive route for cyclists anyway and is quite dark and forbidding for walkers, although it is still much used.”

- “Question 12, should be more likely only!”
- “I genuinely believe that if you want to walk and cycle around Kidlington and Gosford that it is possible to do so safely. Respect for all road users is essential. Taking responsibility for your personal safety is also essential. Far too many cyclists choose to ride in the road instead of using existing cycle routes. It is not uncommon to see pedestrians crossing on main roads between moving vehicles instead of walking less than 50 yards to use pedestrian controlled crossings. I'm afraid I do not believe that the proposed plans will achieve their objective and that many of them are unnecessary. LTN's have proved controversial in Oxford with the weight of public opinion seemingly against their implementation. I do not believe that they should be part of the LCWIP.”
- “Many thanks for all your fantastic work on this, and the newly marked Health Routes like Bicester has.”
- “For the crossing from Morton Avenue across the Yarnton road, most people cycle down the footpath to the football club carpark, and go through the car park, as then you can cross directly across, without having to do an awkward couple of metres in the main road. It would be good if this could be the official cycle path. It didn't seem to be on the map. Also the transition from cycle path to service road on the west of the Oxford Road at Kidlington roundabout needs to be improved. Ideally a shared use pavement all the way to the shops, to avoid all the parked cars, but at least extended until the road straightens out.”
- “Yes - can I send these separately? I have about an A4 page of things that ought to be included.”

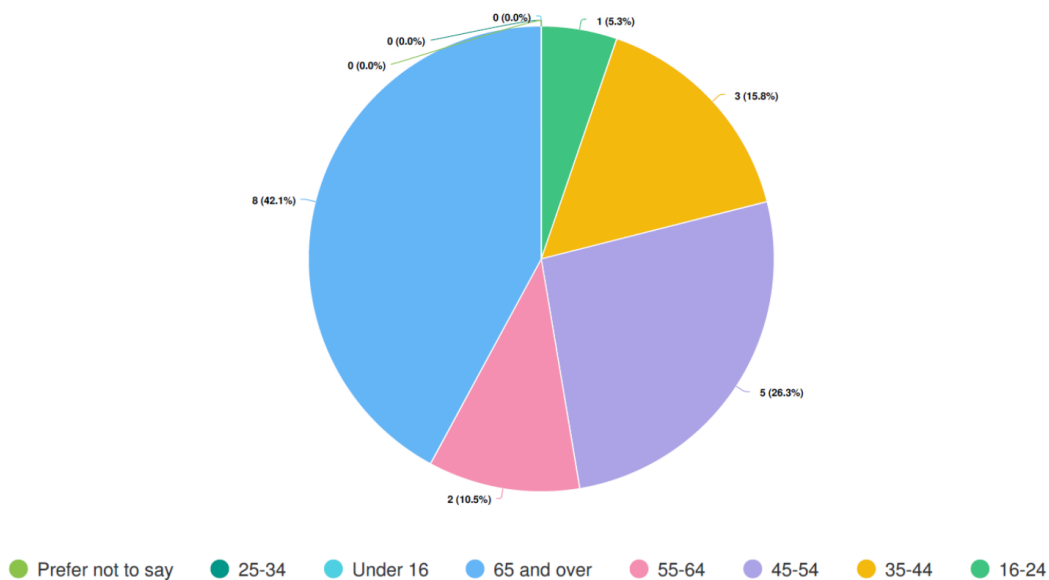
Results: about the consultation and respondents

Q15: How did you find out about this consultation?



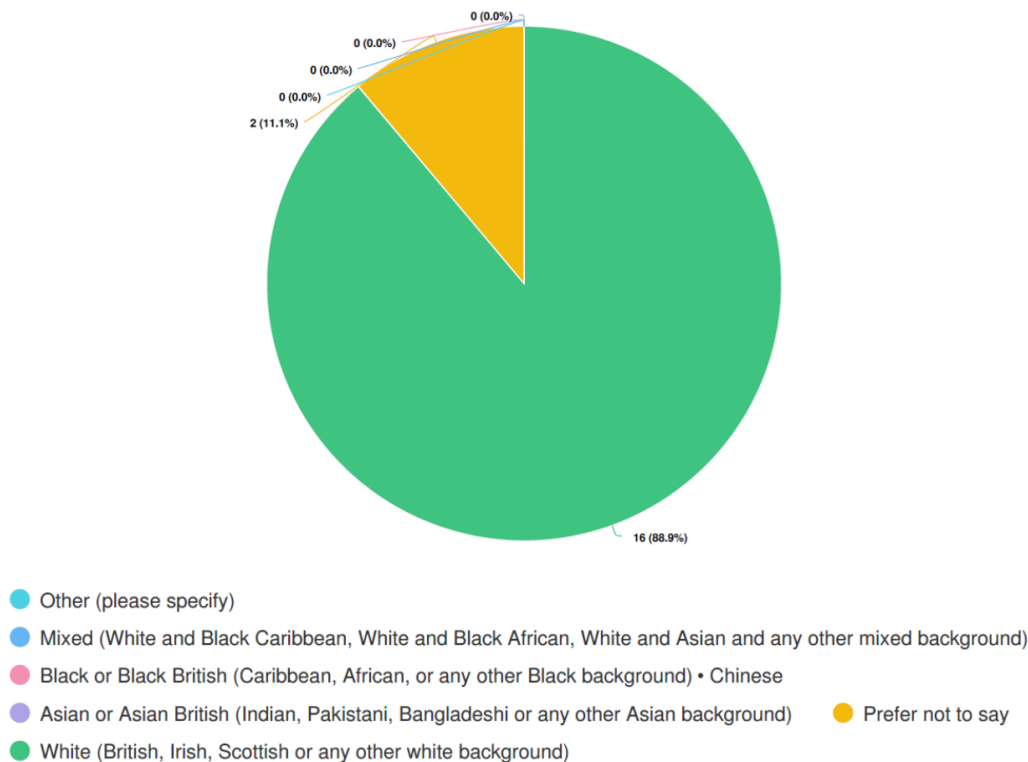
27.8% respondent found out about the survey via an email from Oxfordshire County Council, a same 27.8% found out from their local community group/organization. Some respondents also found out from Parish council, Oxfordshire.gov.uk website.

Q16: What is your age?



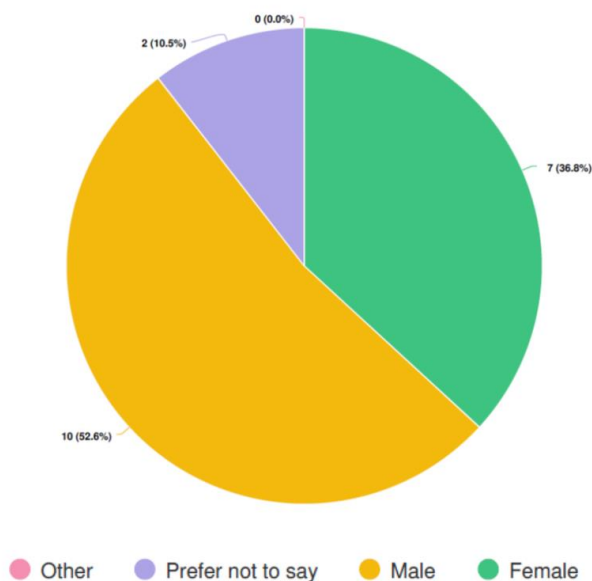
42.1% of respondent fell under the 65 and over age range followed by 26.3% in the 45-45 age range. There was one respondent in the 16-24 age range and three people were between the ages of 35-44 while the age range of 55-65 was selected by two people.

Q17: What is your ethnic group?



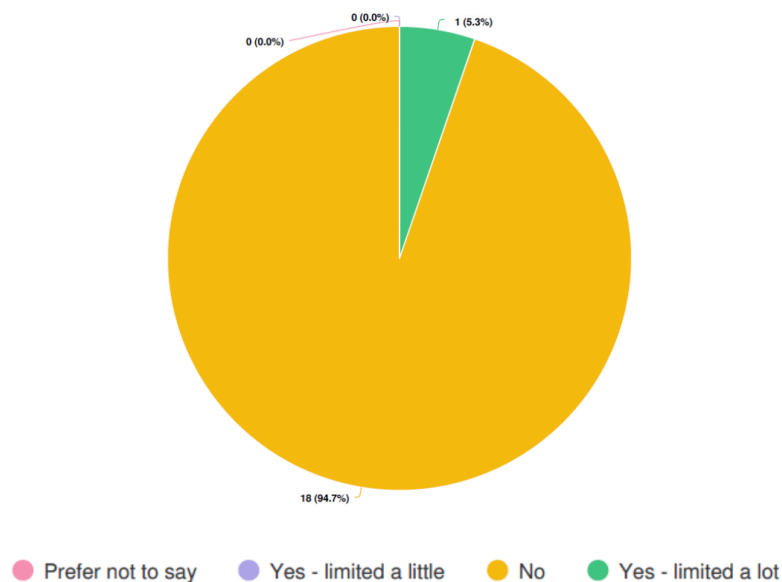
Almost 89% of respondent selected White (British, Irish, Scottish or any other white background) as their ethnic group while 11% preferred not to divulge this information.

Q18: Are you...?



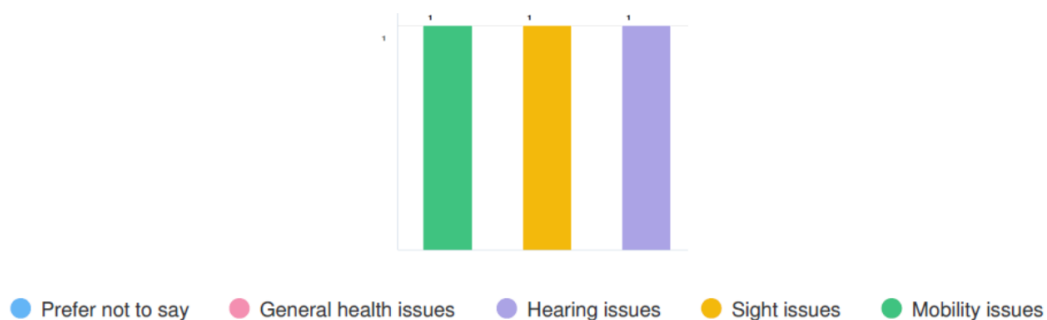
52.6% of respondent were male and 36.8% were female. 10.5% respondent preferred not to divulge this information.

Q19: Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?



5.3% of the respondent selected that their day to day activities were limited a lot due to long term illness while 94.7% chose no.

Q20: If you have answered yes, please tell us how best to describe your disability or disabilities.



One person who said yes to the previous question, described their disability as having hearing, sight and mobility issues.

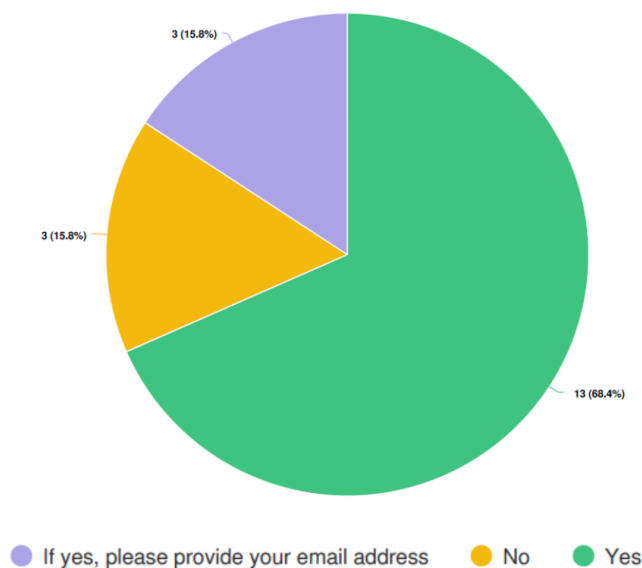
Q21: Data Protection and Consent Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public or share with councillors, please state below which parts you wish us to keep confidential.

View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions. Finally, we would like to keep you in touch with the results of this consultation and news of the Kidlington active travel scheme.

By saying yes, you are giving your consent for Oxfordshire County Council to hold your contact details.



68.4% of respondents agreed to give consent for Oxfordshire County Council to hold their contact details and to recontact them for consultation and/or engagement purposes. Only 15.8% preferred not to be contacted again.

Annex 4. Stakeholder responses

Introduction

Oxfordshire County Council received additional responses outside the Let's Talk platform during the public consultation period for which transport officers will consider in the future updates of the Kidlington LCWIP and other relating works.

Councillor responses

This is an excellent document and warmly welcomed. I support the ambition and aspiration enshrined in it. I would add the following:

Schools

Getting children to cycle to school is absolutely key in embedding a cycling culture and provides young people with the freedom to discover and enjoy their own community as they grow up. The key to encouraging that is safe and convenient infrastructure, so that parents will feel confident for children of all ages to cycle, starting with bike-seats and accompanying them on their own bikes, then allowing them to travel on their own.

In the table on page 16 it is encouraging to see that cycling to primary schools is above the national average (though still at a tiny percentage). But it is very concerning that the figure for Gosford Hill School is just 4%. This is just above the national average, but nowhere near the figure achieved at, for example, the Cherwell School, which is in the same MAT, RLT, which is ambitious for promoting active travel among its students.

This low figure at Gosford Hill is anecdotally linked to poor cycling infrastructure in and around the school. I believe this is correct. This LCWIP makes some very welcome steps in the direction of addressing this, but they should go further:

- Consideration should be given to another controlled crossing point on Oxford Road, between those planned at the entrance to the school and Sainsbury's
- The LCWIP should include much enhanced cycle parking at Gosford Hill School (anecdotal evidence suggests students are actually currently parking cycles in the leisure centre)
- The principle of School Streets should also be enshrined in extended No Parking zones around all primary schools, as has been successfully done to an extent at Edward Feild school.

Frieze Way

- There should be a safe, segregated cycle lane in both directions along Frieze Way. This is a key route for connectivity to a number of key destinations. Frieze way currently has two traffic lanes in each direction, but is not heavily used
- Consideration should be given to making one lane in each direction vehicle-free. There are many successful precedents elsewhere, for example Embankment, Park Lane and many other major roads in London.

Junctions

Experience shows that the actual success of cycling schemes in practice lies in the detail, particularly at junctions. The junctions at each end of the Bicester Road (East-West) are textbook examples: it is currently difficult to turn right out of Bicester Road east and onto the excellent cycle lane on Bicester road south.

- Advanced Stop Lines (ASLs), advance green lights for bikes, and road markings can all be part of the solution.

Connectivity and outside the site

For obvious reasons this LCWIP only covers provision within its own geographical boundary. However, connectivity with neighbouring provision is of course absolutely key. This is even more important with such a large scale of development regionally. Important stakeholders such as Oxford University and Christ Church publicly support the principles of active travel into and around sites they own and can influence, and this plan should actively support that by, for example, ensuring that cycle commuting from central Oxford to sites around Kidlington is not compromised by barriers, whether within the boundaries of this plan or not. Future-proofing against further growth is also essential.

- Reference is made in for example figure 14 to possible cycle/footpaths through the various partial review sites: it should be made clear that these are regarded as essential to a coherent provision and must not be allowed to fall during the process of bringing sites forward.
- This plan should also explicitly support providing cycle lanes where the new sites leave gaps in provision: a key example is joining the cycle path through the eastern edge of PR6a with NCR 51 where it crosses the A40 by the footbridge, which means a path through or around Cutteslowe Park. This is not in the area of this plan, but the success of provision in Kidlington depends on it joining up in this way, and this needs to be made explicit.

Other major developments outside the boundaries of the plan which need to be referenced include Frideswide Farm and, in particular Oxford North. Very regrettably, active travel provision at the latter is turning out to be very poor.

- This plan needs to help mitigate that as far as possible by stressing the importance of, for example, the path through PR6b to Parkway station, access to the canal towpath, and improvements to Pear Tree
- It is important that the canal path should be suitable for cyclists all the way into Oxford from Langford Lane, taking into account the environmentally sensitive nature of the area.
- The plans should incorporate the Council's scheme for a Green Ring (formerly Linear Park) of green spaces linked by cycling/walking routes around the village.
- Our view is that the proposed 20-mph limit should apply to all roads and streets in the village except for the main Oxford-Banbury Road and the North-South Bicester Road/Gosford Link Road.
- The main Oxford-Banbury Road should have a 20-mph limit between Benmead and Yarnton Roads, and a 30-mph limit south of that down to Rosie's Roundabout (Sainsbury's)
- The 20-mph stretch of the main Oxford-Banbury Road should be reinforced by a traffic platform as well as other traffic-calming measure
- Currently cycling is prohibited in both directions in the traffic-free section of the High Street. The Council has reaffirmed this position fairly recently but should be open to reconsideration
- Cycle routes should be as fast and attractive as feasible, and therefore where possible dedicated
- Continuing discussions on improvements to Rosie's roundabout for pedestrians and cyclists are urgently needed
- HGV restrictions on the Bicester Road/Gosford Link Road should be enforced.

Sustrans Volunteer Ranger response

- New residential area PR6b - it's important to provide links southwards and westwards to link to the Oxford North development
- A pedestrian/cycle link from Langford Lane along the eastern perimeter of the Oxford Technology Park to join Begbroke Lane was agreed by the developer. Please include this in the LCWIP. (Needs to be added to Table 1.9.)
- It's important to emphasise the need for an extra rail crossing - a suitable location could be between the southern end of the Langford Quays developments and Lyne Green
- Page 28 - there is a typo - the service road is on the west (not east) side of Banbury Road

- Standards - it should be made clear that a 3m minimum width path is 3m as defined in LTN1/20 (table 5.3); when lamp posts and other street furniture are built into the path (as is currently often done by OCC) then an additional width is required as defined in table 5.3
- Bicester Road - east west section: there is a need for shared use paths on both sides of the road
- Bicester Road (north-south section): any new shared use path must be continuous past the narrow section just north of the Water Eaton Road junction: this will mean an ambitious design involving possible removal of the parking layby on the west side and possible compulsory purchase of some of the garden of Gosford House on the east side
- Hampton Poyle - we cannot rely solely on use of the NCN51 permissive path over private land; what's also needed is an upgrade of the footpath route over Wight Bridge to bridleway standards: the Wight Bridge route is a more direct route and is a right of way
- Canal towpath routes: cycle paths should be built parallel to the tow path on the 'field side' of the towpath hedge. While it's not possible to do this for the full length of the canal it's essential to plan for this in the PR8 housing area
- One of the easiest and quickest to implement pedestrian improvements will be to provide a safe crossing of Foresters Way (car park entrance) for pedestrians using the pavement on the north side of High St. In the longer-term access to this car park needs to be subjected to some serious town planning
- Kidlington Roundabout - if a controlled crossing is not going to be provided on the Bicester Rd arm, then the existing uncontrolled crossing needs to be moved slightly further from the roundabout and both carriageways of Bicester Rd reduced from 2 to 1 lane
- It needs to be emphasised how dangerous it is at present for cyclists using the A4260 east-side service road near the Police HQ. At present vehicles often join the service road from the main road without regard for cyclists on the service road
- Accessing Oxford Parkway
 - (a) page 54 says: "NCN51 routes cyclists between the service road on the western side of Oxford Road across the Frieze Way arm of the roundabout junction (five lanes in total) and subsequently the southern arm of the junction to join provision to the east of the carriageway (four lanes). The shared footway/cycleway continues on the western side but there are no crossing facilities available to access Oxford Parkway Station further along this route."
This is correct as far as the word 'subsequently', but there are then 2 factual errors:
 - NCN51 does NOT route cyclists across the (A4165) southern arm of the

roundabout; this may be due to inadequate nature of the path on the east side of the A4165: it's narrow and affected by buses driving in the bus lane which places the buses dangerously close to the path and in wet weather buses spray surface water from the gutter onto the path users.

- There IS a controlled crossing of the A4165 just to the north of the station pedestrian/cycle ramped access but this does not have any signing to the station.

- (b) Access to the station from Yarnton and Begbroke could be quickly and easily improved if one lane each way on Frieze Way were made a cycle lane. Frieze Way has low traffic volumes and converting 2 traffic lanes to one on a low traffic volume dual carriageway is achievable with painted road markings. I can supply details of where this has been done successfully elsewhere.
- Otherwise, the LCWIP has really good proposals. Please feel free to contact me for any more details.

OCN response

Overall, we support the Kidlington LCWIP. Kidlington is highly dominated by the private car, and but has great opportunities for active travel due to its compact size and its proximity to Oxford and Oxford Parkway.

Currently, a person cycling, walking or wheeling in Kidlington faces an intimidating amount of motor traffic, and the noise, air pollution and perceived and real danger this creates. The major road junctions are designed with motor traffic in mind and difficult to navigate by cycle.

The LCWIP sets out a credible plan to improve this. Most importantly it plans to create a protected (or on service road) cycle route on the central Oxford/Banbury Road and will improve crossings on the Kidlington roundabout. Positively, it also extends this to neighbouring villages and will improve NCN51.

Further improvements we'd like to see are:

- Improvements to the cycling/walking paths to Oxford Parkway (and beyond)
- Cycle lanes on Frieze Way. This does not need two motor lanes each side, so is a relatively simple reallocation of the large amount of tarmac space available
- A bridge over the Cherwell at Islip Ford on the Bridleway, which would create a usable traffic-free Public Right of Way (PRoW) from Islip to NCN51 for Oxford Parkway, Summertown and Oxford.

Annex 5. Consultation officer response

The table below sets out the comments received during the consultation exercise and how they will be dealt with by Oxfordshire County Council officers:

- **2021 Adoption** means that these changes will be implemented into current version before going to the January 2022 Cabinet Members
- **2022 Review** means that this will be reviewed within 12 months after the initial document is approved and adopted
- **Individual Schemes** refers to the comments that will be considered in more details within a separate individual scheme when appropriate

2021 Adoption
<ul style="list-style-type: none"> • If you are removing barriers, please remove the one in the alley between Green Road and Oxford Road. Since the Guide centre was renovated, a step has been put in which makes it impossible for a mobility scooter to get through. The barrier was put there to discourage cyclists, but the whole alleyway is so overgrown and unpleasant that it no longer presents an attractive route for cyclists anyway and is quite dark and forbidding for walkers, although it is still much used.
<ul style="list-style-type: none"> • NCN51 does NOT route cyclists across the (A4165) southern arm of the roundabout; this may be due to inadequate nature of the path on the east side of the A4165: it's narrow and affected by buses driving in the bus lane which places the buses dangerously close to the path and in wet weather buses spray surface water from the gutter onto the path users. - There IS a controlled crossing of the A4165 just to the north of the station pedestrian/cycle ramped access but this does not have any signing to the station.
<ul style="list-style-type: none"> • This plan should also explicitly support providing cycle lanes where the new sites leave gaps in provision: a key example is joining the cycle path through the eastern edge of PR6a with NCR 51 where it crosses the A40 by the footbridge, which means a path through or around Cutteslowe Park. This is not in the area of this plan, but the success of provision in Kidlington depends on it joining up in this way, and this needs to be made explicit.
<ul style="list-style-type: none"> • The main Oxford-Banbury Road should have a 20-mph limit between Benmead and Yarnton Roads, and a 30-mph limit south of that down to Rosie's Roundabout (Sainsbury's)
<ul style="list-style-type: none"> • Our view is that the proposed 20-mph limit should apply to all roads and streets in the village except for the main Oxford-Banbury Road and the North-South Bicester Road/Gosford Link Road.
<ul style="list-style-type: none"> • Hampton Poyle - we cannot reply solely on use of the NCN51 permissive path over private land; what's also needed is an upgrade of the footpath route over Wight Bridge to bridleway standards: the Wight Bridge route is a more direct route and is a right of way
<ul style="list-style-type: none"> • There should be a safe, segregated cycle lane in both directions along Frieze Way.
<ul style="list-style-type: none"> • Cycle lanes on Frieze Way. This does not need two motor lanes each side, so is a relatively simple reallocation of the large amount of tarmac space available

2022 Review
<ul style="list-style-type: none"> Advanced Stop Lines (ASLs), advance green lights for bikes, and road markings can all be part of the solution.
<ul style="list-style-type: none"> The plans should incorporate the Council's scheme for a Green Ring (formerly Linear Park) of green spaces linked by cycling/walking routes around the village.
<ul style="list-style-type: none"> The 20-mph stretch of the main Oxford-Banbury Road should be reinforced by a traffic platform as well as other traffic-calming measure
<ul style="list-style-type: none"> Currently cycling is prohibited in both directions in the traffic-free section of the High Street. The Council has reaffirmed this position fairly recently but should be open to reconsideration
<ul style="list-style-type: none"> Continuing discussions on improvements to Rosie's roundabout for pedestrians and cyclists are urgently needed
<ul style="list-style-type: none"> A pedestrian/cycle link from Langford Lane along the eastern perimeter of the Oxford Technology Park to join Begbroke Lane was agreed by the developer. Please include this in the LCWIP.
<ul style="list-style-type: none"> It's important to emphasise the need for an extra rail crossing - a suitable location could be between the southern end of the Langford Quays developments and Lyne Green
<ul style="list-style-type: none"> Bicester Road - east west section: there is a need for shared use paths on both sides of the road
<ul style="list-style-type: none"> A bridge over the Cherwell at Islip Ford on the Bridleway, which would create a usable traffic-free Public Right of Way (PRoW) from Islip to NCN51 for Oxford Parkway, Summertown and Oxford.
Individual schemes
<ul style="list-style-type: none"> It is important that the canal path should be suitable for cyclists all the way into Oxford from Langford Lane, taking into account the environmentally sensitive nature of the area.
<ul style="list-style-type: none"> HGV restrictions on the Bicester Road/Gosford Link Road should be enforced.
<ul style="list-style-type: none"> New residential area PR6b - it's important to provide links southwards and westwards to link to the Oxford North development

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Climate Impact Assessment

Details of proposal

Directorate and Service Area	People and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Kidlington Local Walking and Cycling Infrastructure Plan
Is this a new or existing function or policy?	New
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. (following completion of the assessment).	<p>A Local Cycling and Walking Infrastructure Plan is a document that identifies the location and types of improvements to the cycling and walking network that are required to support more people to cycle and walk.</p> <p>The ambition is to create a network where everyone feels safe and cycling and walking is accessible for all, ultimately making them the preferred mode of travel for journeys within the area. The improvements proposed are considered based on delivery priority and speed of delivery.</p>

<p>Context / Background</p> <p>Briefly summarise the background to the proposal, including reasons for any changes from previous versions</p>	<p>Central government has indicated that the LCWIP will be a key document in the allocation of funding to local authorities and LCWIP guidance emphasises the importance of an evidence review of walking and cycling, explicitly stating that “evidence of the benefits of schemes will also strengthen the case for further investment”.</p>
<p>Proposal</p> <p>Explain the detail of the proposal, including why this has been decided as the best course of action.</p>	<p>The LCWIP will also ensure the provision of walking and cycling routes to future development areas as identified within the Cherwell Local Plan Review to 2040 (2020).</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposal and can help to inform the judgements you make about potential impact on our ability to deliver our climate commitments.</p>	<p>It is evident from the consultation that there are deficiencies in the walking and cycling provision in Kidlington and Gosford built-up area. It has been acknowledged that the LCWIP goes some way to addressing these. Suggestions (locations and improvement types) have also been provided where there are gaps in the LCWIP. Whilst Kidlington and Gosford built up area have a high level of sustainable travel already (as demonstrated through the consultation), this creates an advantageous foundation to further modal shift for those who mainly travel by car.</p>

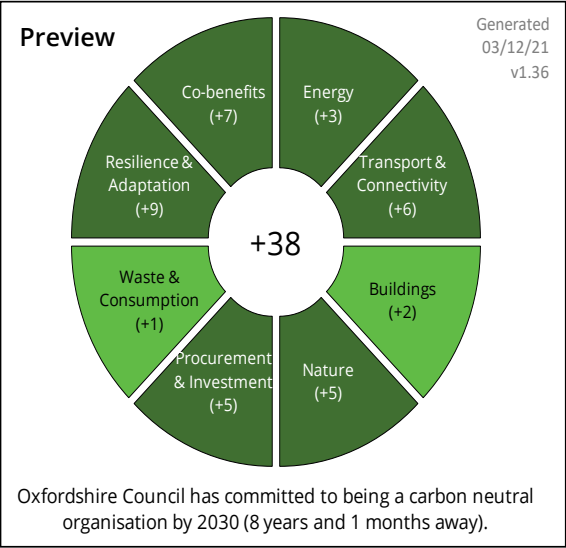
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the proposal, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>There is a broad objective across national and local Government to facilitate travel infrastructure that offers a balance of provisions for all modes. Therefore "do nothing" is not an option to consider without accepting that Oxfordshire County Council will not be successful for a portion of bidding opportunities.</p>
<p>Completed By</p>	<p>Eric Stevens</p>
<p>Authorised By</p>	
<p>Date of Assessment</p>	

Climate Impact Assessment Tool (v1.36)

Modified by Oxfordshire County Council 2021

Report Name	Kidlington LCWIP - Cabinet Paper
Report date	01/11/2021
Report author	Eric Stevens
Project Notes	
Export filename	Kidlington LCWIP - Cabinet Paper CIA 01.11.2021

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Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	2	This facilitates the shift from congestion and pollution causing transport to less so	Regular reviews and update of the document to remain relevant and effective	ILT	6-12 months
Energy	Promotes a switch to renewable energy	1	By means of using your own body as transport (walking, cycling, wheeled)			
Energy	Increases local renewable energy generation	0	Far too early to see if there is potential for the likes of ebikes and escooters to drive local regen for charging vehicles			
Transport & Connectivity	Reduces need to travel	0	This focuses on changing how we travel, not how much	Regular reviews and update of the document to remain relevant and effective	ILT	6-12 months
Transport & Connectivity	Supports active travel	3	This is driven by the goal to make active travel the more logical choice of travel mode.			
Transport & Connectivity	Increases use of public transport	1	Strategy looks to streamlining the integration between sustainable and active travel			
Transport & Connectivity	Accelerates electrification of transport	2	By means of increasing cycling and scooters on the network can eventually facilitate electrified iterations.			
Buildings	Promotes net zero new builds and developments	2	The document will be used to inform developers design proposals and how best to integrate aligned with council objectives			
Buildings	Accelerates retrofitting of existing buildings	0	No direct link in doing so.			
Nature	Protects and restore natural ecosystems and biodiversity	2	This helps to take motorised vehicles and subsequently air pollution which will have a direct impact on natural eco systems and biodiversity			
Nature	Develops blue and green infrastructure	1	The document will be used to inform developers design proposals and how best to integrate aligned with council objectives			
Nature	Improves access to nature and green spaces	2	The document will be used to inform developers design proposals and how best to integrate aligned with council objectives			
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	2	The document will be used to inform developers design proposals and how best to integrate aligned with council objectives			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path	3	The document will be used to inform developers design proposals and increase likelihood of the council winning government funding			
Waste & Consumption	Reduces overall consumption	1	This facilitates the shift from private car ownership and all related costs and waste ie. Fuel, tires, scrapped cars etc			
Waste & Consumption	Supports waste prevention and drive reuse and recycling	0	not relevant			

Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Resilience & Adaptation	Reduces vulnerability to flooding	2	lessens the contribution to climate change			
Resilience & Adaptation	Reduces vulnerability to heatwaves	2	lessens the contribution to climate change			
Resilience & Adaptation	Reduces vulnerability to droughts	2	lessens the contribution to climate change			
Resilience & Adaptation	Increases resilience (communities, systems and infrastructure)	3	It enables people to have access to jobs, communities and infrastructure without needing the money to afford private car ownership			
Co-benefits	Promotes green innovation and job creation	2	It enables people to have access to jobs, communities and infrastructure without needing the money to afford private car ownership			
Co-benefits	Promotes health and wellbeing	2	By means of using your own body as transport (walking, cycling, wheeled). Also promotes reduction of carbon emission creating travel			
Co-benefits	Reduces poverty and inequality	1	It enables people to have access to jobs, communities and infrastructure without needing the money to afford private car ownership			
Co-benefits	Promotes inclusion and participation	2	It enables people to have access to jobs, communities and infrastructure without needing the money to afford private car ownership			

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Divisions Affected – Eynsham

CABINET

18 January 2022

A40 HIF2 SMART CORRIDOR COMPULSORY PURCHASE AND SIDE ROADS ORDERS

Report by Corporate Director Environment and Place

RECOMMENDATION

1. The Cabinet is RECOMMENDED to:

- a) Confirm that the acquisition of the land identified on the map attached to this report (Annex B) ("the Order Map") being the map accompanying The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 ("the CPO") is necessary for highway purposes;
- b) Approve the Joint Statement of Reasons (Annex A) for the CPO and The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 ("the SRO"), together with approving the CPO, the Order Map, the SRO and the plans accompanying the SRO ("SRO Plans") all substantially in the form annexed to this report but to delegate to the Corporate Director Environment & Place following consultation with the Monitoring Officer, authority to modify them as necessary;
- c) Authorise the Monitoring Officer to make The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 ("the SRO") to enable the stopping-up, diversion, alteration, improvement and creation of new lengths of highway or reclassification of existing highways, and giving authority to the acquisition of necessary land pursuant to the CPO. The SRO also enables the stopping up of private means of access as necessary where the scheme design necessitates and re-provision of private means of access.
- d) Authorise the Monitoring Officer to make The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Schedule 3 to the Acquisition of Land Act 1981 for the purpose of acquiring the land and interests shown on the Order Map and described in the Schedules to the CPO (or such lesser area of land should this in his opinion be appropriate) to facilitate the construction of

new highway on such land and that the Common Seal of the Council be affixed to the CPO and to the Order Map;

- e) Authorise the Monitoring Officer to advertise the making of the CPO and the SRO and to submit the CPO and SRO to the Secretary of State for Transport for confirmation, together with authorising the Monitoring Officer to take all other relevant action thereon to promote the confirmation of the CPO and the SRO;
- f) In the event that any Public Inquiry is convened to consider objections to the CPO and/or SRO and/or planning application (by way of a call-in decision), to authorise the Monitoring Officer, in consultation with the Corporate Director Environment & Place to prepare and submit such evidence as is necessary in support of the CPO and/or SRO and/or planning application, including enlisting the assistance of outside consultants, legal advisors and Counsel to assist in the preparation and presentation of such evidence.
- g) As soon as the CPO and the SRO have been confirmed and become operative, to authorise the Monitoring Officer to comply with all associated requirements in respect of personal, site and press notices of confirmation and to make, seal and give notice of a General Vesting Declaration (or declarations where more than one is required) under the Compulsory Purchase (Vesting Declarations) Act 1981 and/or to serve Notices to Treat and Notice of Entry in respect of those properties to be acquired compulsorily;
- h) Authorise the Corporate Director Environment & Place in consultation with the Monitoring Officer to negotiate terms with interested parties for the purchase by agreement or payment of compensation in accordance with the Compensation Code in respect of any interests or rights in or over any land included in the CPO and, where appropriate, to agree terms for relocation;
- i) Authorise the Director of Property in consultation with the Monitoring Officer to complete the acquisition of such interests or rights and their transfer to the Council;
- j) In the event that compensation for the acquisition of land and/or rights cannot be agreed between the relevant parties, to authorise the Monitoring Officer to make a reference to the Upper Tribunal (Lands Chamber) for determination of such compensation together with such other questions as may be necessary to determine, including the engagement of appropriate external legal advisors and surveyors and other experts, as required;
- k) In the event that any question of compensation in relation to the acquisition of land and/or rights is made by way of a reference to the Upper Tribunal (Lands Chamber) (whether by the claimant or the Council) to authorise the Monitoring Officer to take all necessary steps in relation thereto, including advising on the appropriate uses and compensation payable and issuing the appropriate certificates.

Executive Summary

2. Oxfordshire County Council (OCC) submitted a business case for A40 HIF2 Smart Corridor ("HIF2") in March 2019. In November 2019, it was announced that the bid had been successful (subject to contract) in securing £102m of grant funding towards a package of transport improvements proposed along 10.8km the A40 corridor between Witney and Duke's Cut (North Oxford).
3. Subsequently, further dialogue was held with Homes England on an extension to the original funding window through to February 2025 due to the potential impact of a contested compulsory purchase order required to secure land to deliver the scheme, alongside the need for a side roads order(s). This was alongside an increase to the original budget up to a capped level of £106.756m.
4. The Council's request was formally approved in May 2021 by Homes England and the amendment of the Grant Determination Agreement (GDA) was the subject of a report to Cabinet in June 2021 (Forward Plan 2021/059), along with in principle use of powers to progress necessary statutory orders to deliver the scheme.
5. The deed of variation to the GDA has now been entered in to with Homes England.
6. The HIF2 project will support the delivery of 4,813 new homes at 4 strategic development areas located along the A40 and also support the delivery of 15,950 new homes committed in the West Oxfordshire Local Plan 2031. HIF2, in conjunction with the County Council's wider transport strategy specifically the Local Transport Plan, is required to resolve current severe congestion and future-proof the highway infrastructure along the A40 corridor in the long term.
7. The primary focus of HIF2 is the provision of additional highway, public transport and active travel capacity and connectivity along the A40 to encourage modal shift and enable more sustainable and active forms of travel. This will mitigate the impact of increased travel demand generated by planned housing growth, whilst helping the Council to meet its zero carbon transport network ambitions and promote wider health and place shaping benefits in line with the Council's corporate priorities.
8. A report subsequently approved at July Cabinet (Forward Plan 2021/082) set out the preferred options for each of the three elements of the Scheme. These options have been directly influenced by the results of an extensive public engagement exercise undertaken in May / June 2021.
9. There are a range of issues and risks associated with the delivery of the A40 corridor programme, which are being actively managed by the Programme team. Whilst a number of these can be considered as reflective of the scale and complexity of the programme being undertaken, land assembly is a matter of note.

Exempt Information

10. This report is not confidential or exempt.

Background

Scheme Purposes

11. The purposes of the HIF2 scheme are to:
- Directly enable specific major new housing and employment site allocations in the West Oxfordshire Local Plan and unlock growth in line with Housing Infrastructure Fund (HIF) through the provision of enhanced active travel and bus travel facilities;
 - Provide greater travel choice for people walking, cycling and travelling by public transport along the A40 corridor to encourage greater use of sustainable transport options;
 - Improve public transport accessibility and connectivity to employment sites, services and other facilities;
 - Facilitate faster and more reliable journeys for people travelling by bus along the A40;
 - Ensure that the Proposed Development does not increase journey times for private vehicles (i.e. non-bus users) using the A40;
 - Reduce carbon emissions and other harmful pollutants associated with travel; and
 - To facilitate safer travel for all A40 users.

Scheme Description

12. The HIF2 scheme is the second phase of the overarching A40 Strategy. The scheme includes three key highway enhancement elements, now as formally approved preferred options, described as follows;

Element 1 - A40 Dual Carriageway Extension Scheme (from east of Witney to Eynsham P&R Site)

13. This element of the Scheme proposes the widening of the existing single carriageway to dual carriageway along the A40 from a point just east of Witney to Eynsham. The Scheme will increase highway capacity for all modes of transport and improve bus journey times and reliability along the A40 between Witney and the proposed Eynsham Park & Ride.

14. The Scheme involves the upgrading of the A40 from single to dual carriageway of a 3.4km/2.1 mile section from the east of Witney to the Eynsham Park & Ride site, in order to ease congestion along the A40 by increasing the capacity for all road users. The new section of dual carriageway will be subject to the national speed limit of 70mph between Hill Farm and the new Barnard Gate roundabout where the speed limit will reduce to 50 and then to 40mph on the approach to the new Park & Ride Junction.
15. The scheme also involves improved shared footway and cycle paths along the northside of the A40 and a new roundabout at the Barnard Gate/South Leigh junction.
16. The proposed works lie within the current corridor but include some significant alterations to junctions. This Element will involve considerable land acquisition adjacent to the exiting A40 to facilitate the construction of the new widened carriageway. It is designed to overcome capacity constraints, increase accessibility, and improve journey times between Witney and the Eynsham Park & Ride Site.

Element 2 - A40 Integrated Bus Lane Scheme (Between Eynsham Park and Ride Site and Duke's Cut Bridges)

17. This element of the Scheme involves widening of the existing single carriageway road to provide both dedicated east and westbound bus lanes with complimentary junction and active travel improvements along the A40 from the proposed new park and ride to Duke's Cut bridges west of the A34 viaduct. The Scheme will provide dedicated highway capacity for bus services and improve bus journey times and reliability along this section of the A40.
18. The scheme proposals include a 6.5km bus route running eastbound and westbound along the A40 between Eynsham Park and Ride towards Duke's Cut to provide a more reliable public transport service.
19. The speed limit on this section of the A40 will be 40mph between the Park & Ride Junction and the Lower road Roundabout and will be 50mph between the Lower Road roundabout and Dukes Cut.
20. The scheme also involves the following:
 - Improved shared footways and cycle paths running parallel to the new bus lanes
 - New signalised crossing facilities for pedestrians and cyclists along the A40 through Eynsham
 - New signalised junction at the Eynsham Park and Ride site with controlled pedestrian crossings and access point for the West Eynsham Strategic Development Area (SDA)

- Widening works to Cassington New Bridge to accommodate the new bus lanes. New shared cycle/pedestrian bridges running parallel to Cassington Halt Bridge
 - Junction improvement works at Witney Road, Lower Road Roundabout and Cassington Signals
21. The scheme includes features (such as traffic signal prioritisation) that are designed to improve bus journey times and reliability. It will also improve the current shared use footways and cycleways on the north and south sides of the A40 carriageway. The overall objective of this element is to improve public transport provision along the route, while providing safe and attractive facilities for pedestrian and cyclists.

Element 3- A40 Duke's Cut Bridge Works Scheme

22. This Element of the Scheme include works to bridge structures in the Duke's Cut area, creating space for a new eastbound bus lane and shared use walking and cycling path improvements along this section of the A40. A new shared path for pedestrians and cyclists from the A40 to the Oxford Canal tow path / NCN Route 5 is also proposed. The Scheme will provide dedicated highway capacity for bus services and improve bus journey times and reliability along this section of the A40. The speed limit on Dukes Cut will be 40mph reducing to 30 mph on approach to the North Oxford site.
23. The Scheme proposals include a new eastbound bus lane along a 600m section of the A40 at Duke's Cut which will link up to the A40 Integrated Bus Lanes scheme to the west and the eastbound bus lane which is being delivered as part of the Oxford North scheme to the east. The Scheme also involves the following proposals:
- Works to Wolvercote Railway Bridge to provide capacity to accommodate the eastbound bus lane.
 - Strengthening works to Wolvercote Railway Bridge to accommodate the bus lane.
 - New shared use pedestrian and cycle path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5.
 - Footpath along the northside and shared footway / cycleway along the southern side of the A40.
24. The Scheme is designed to improve bus journey times and reliability. With the planned A40 eastbound bus lane as part of the Oxford North development, there will be a continuous bus lane through to Wolvercote roundabout. It also includes cycling infrastructure, which will provide a safe and easy connection for cyclists between the A40 Eynsham-Oxford cycleway to access the Oxford Canal

towpath on National Cycle Network (NCN Route 5) from the, providing a direct, off-road cycling route between Oxford city centre and Witney.

25. The HIF2 scheme infrastructure package is essential to enable the delivery of housing and support employment growth in the West Oxfordshire area in line with the West Oxfordshire Local Plan and Oxfordshire's Housing and Growth Deal. 4,813 new homes at four major development sites (at North Witney, East Witney, Salt Cross Garden Village and West Eynsham) are directly dependent on the HIF2 infrastructure. The investment will manage the impact of growth and promote sustainable travel in order to enable residential and commercial development to be built.
26. The HIF2 scheme will mitigate the impact of increased transport demand generated by housing growth by increasing the highway capacity of the A40 between Witney and Eynsham, while providing a high-quality, fast and reliable public transport alternative to car travel between Witney, Eynsham and Oxford. The transport improvements will ensure an efficient and safe highway network that can accommodate the additional travel demands through enabling significant shifts in travel demand to public transport and active travel.
27. Interchange would be made possible at Eynsham Park & Ride, part of the A40 Science Transit 2 (STP2) project.
28. Officers have developed a robust delivery programme for the project which is maintained and updated regularly alongside costs and risk registers.

Explanation of Statutory Powers

29. The Council is the Local Highways Authority (the "LHA") for the area in which the Order Land is situated. By virtue of Sections 239, 240, 246, 247, 250 and 260 of the Highways Act 1980 (as amended) and Schedule 3 to the Acquisition of Land Act 1981, the Council has the power to acquire compulsorily any land in its area for highway purposes.
30. The Guidance published by the Ministry for Housing, Communities and Local Government in July 2019 ("the Guidance") provides updated guidance on the use of compulsory purchase powers. In accordance with the Guidance, the purpose for which an authority seeks to acquire land will determine the statutory power under which compulsory purchase is sought. The Guidance advises that acquiring authorities should look to use *'the most specific power available for the purpose in mind, and only use a general power where unavoidable'*. The Council relies on the provisions of Part XII of the Highways Act 1980, which provide the specific powers in respect of the compulsory acquisition of land for highway purposes.
31. The Council has been seeking to negotiate the acquisition of all of the legal interests in the land required for the construction of the HIF2 scheme by agreement and has been successful in agreeing terms for the acquisition of some parts of the land. The Council does, however, need to utilise its powers under the Highways Act 1980 (as amended) and the Acquisition of Land Act

1981 because it considers that it may not be possible to agree terms for the acquisition of all the remaining interests in the land required to facilitate construction of the scheme. In accordance with Guidance, the Council is therefore using its powers to compulsorily acquire the remaining interests as a matter of last resort, with efforts to acquire interests by private treaty continuing in parallel with this process right up to confirmation and implementation of the CPO.

32. Having regard to the nature of the proposals and the advice set out in the Guidance, Cabinet is advised that the powers available to it under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Schedule 3 to the Acquisition of Land Act 1981 are the most appropriate powers to use in order to achieve its objectives for this part of Oxfordshire.
33. The SRO will authorise the stopping-up, amendment, diversion, improvement and creation of new lengths of highway or reclassification of existing highways and the CPO will include land that is required to enable the works authorised by the SRO to be carried out. The SRO gives authority to the CPO and the CPO cannot, therefore, be made without the SRO having first been made (i.e., sealed and executed by the Council), though this will happen immediately consecutively.
34. A recommendation to this report seeks delegation to officers to amend the Orders. These amendments will generally be limited to technical clarifications throughout the Statement of Reasons, together with the detail of the Orders themselves and other supporting documentation appended to it, noting that no additional land or land interests will be included in excess of the total of the those defined in the CPO before Members for approval. This ability to modify is required to ensure that the Orders are accurate in advance of them being made following Cabinet approval. The SRO specifically will be further reviewed to ensure consistency across all three elements of the Scheme relating to how private means of access are treated, alongside those rights secured via CPO. As a result, additional elements may be included in the SRO but all parties that currently benefit from a private means of access will continue to do so following construction of the Scheme.

Location and Description of Order Land

35. Details of the land interests to be acquired are set out in the Schedule to the Order and are shown shaded in pink on the Map. The land where new rights are sought is shaded blue on the Map.
36. The Order Land is located within the boundaries of the West Oxfordshire district. It is bounded to the north by a mixture of farmland and open space together with the proposed Salt Cross Garden Village and Cassington village. To the south the land is similarly bounded by a mixture of farmland and open space including watercourses, plus Eynsham village and the proposed West Eynsham development site. To the eastern end in the Dukes Cut area the Scheme crosses a canal in two places and a non-electrified railway.

37. The Order Land generally falls in three sections aligned to the three sections of the Scheme running west to east as follows;
- Western: running from Hill Farm access point in an easterly direction to the location of the proposed Park & Ride facility at Cuckoo Lane where an extension to the existing dual carriageway will be introduced.
 - Central: running from the Park & Ride site east where the A40 will be widened and upgraded.
 - Eastern: a short section of the A40 widened to the north and upgraded, tied in to the now under construction A40 Oxford North highway improvement scheme.
38. Section 8 of the Joint Statement of Reasons accompanying the CPO and the SRO contains a more detailed analysis of the Order Land and of current land uses to be found within the Order Land.

The Need for and Benefits of the Scheme

39. A detailed rationale behind the need for the HIF2 scheme was set out within the report to June Cabinet in June 2021 (2021/059).
40. In brief the reasons can be described as follows;

Economic

- Directly unlocking strategic housing development sites at East and North Witney and West Eynsham as well as the Salt Cross Garden Village development site, which includes an 80,000m² Science Park (4,500 jobs)
 - Addressing identified housing need, including affordable homes for West Oxfordshire and the County
 - Address transport challenges, in particular improving transport connectivity along the corridor and particularly to employment in Oxford and the strategic east-west movement.
41. This initial economic assessment reinforces the case for the scheme and in line with Department for Transport's Value for Money Framework the Preferred Option represents high value for money for the taxpayer.

Environmental

- A minimum of 10% biodiversity net gain is to be achieved as a direct result of the scheme. This net gain will be kept local to the scheme boundary.
- A positive impact on air quality and noise with the scheme in place and considering future development in the area.

Social

- Individual and collective health benefits from a mode shift away from car use and an increase in walking and cycling
- A reduction in community severance due to enhanced infrastructure for active travel users allowing safer travel routes both east to west and north to south, helping to alleviate concerns around the A40 being a barrier to movement.

Highway

- Increased capacity between Witney and the proposed Eynsham Park & Ride Site
- Management and control of traffic movements along the A40 at Eynsham and east to the Wolvercote Roundabout
- Improved journey time reliability
- Highway safety improvements and a subsequent reduction in accidents due to an improved highway design and environment that considers the needs and priorities of all road users.

Transport Network

- The provision of Bus Lanes between the proposed Eynsham Park & Ride and Wolvercote Roundabout will provide improved bus journey times and reliability. This would reduce bus operating costs and improve resilience which would provide the opportunity for enhanced bus services in terms of bus frequencies routes and connectivity.
- Improved Walking and Cycling infrastructure both along and across the A40 which will help facilitate and encourage mode shift.
- The improved infrastructure would include a number of high quality at grade controlled and uncontrolled crossings across the A40 that will help facilitate safe crossing of the A40 and cater for the forecast increase in walking and cycling demand due to the proposed dependent developments.

42. The proposed infrastructure will enhance the operation of the existing network whilst providing those wider opportunities for users of the A40 corridor to travel by alternative modes.

Planning Policy Considerations

43. In making the Orders the Council must have regard to national policy, the development plan and other relevant local policy and guidance, together with any other material considerations as required by Sections 38(6) of the Planning and Compulsory Purchase Act 2004 and 70(2) of the 1990 Act.
44. The relevant national planning policy is contained the National Planning Policy Framework (NPPF) and the relevant Development Plan which comprises the West Oxfordshire Local Plan 2031, the emerging Area Action Plan and Oxfordshire Local Transport Plan 4.

45. A detailed analysis and consideration of the planning policy context can be found in the Joint Statement of Reasons, attached at Annex A.

Legal Implications - The Need for Use of Statutory Powers

46. The following set out at a high level the key aspects of using the compulsory purchase order powers;

Appropriateness of Powers

47. The Scheme is a highways scheme and, as such, the Council has statutory powers available for the compulsory acquisition of land and rights to facilitate the scheme in Part XII of the Highways Act, which are considered to be the most appropriate powers under which to exercise the Council's powers of compulsory acquisition.

Need for Compulsory Acquisition

48. The Council has made and will continue to make every effort to acquire all necessary interests in and rights over land required to deliver the Scheme (and will continue to do so in parallel to the compulsory purchase process) but it recognises that it may not be possible to agree terms for the acquisition of all the remaining interests. The acquisition of all relevant interests is necessary to enable the delivery of the Scheme.

Public Interest Test

49. The Guidance advises that a compulsory purchase order should only be made where there is a compelling case in the public interest. Members should satisfy themselves in approving this report that this requirement is satisfied. Officers consider that the benefits summarised in this report and in the Statement of Reasons provide a compelling case in the public interest, which justifies the compulsory acquisition of the Order Land.

Comments checked by:

Debbie Reynolds, Legal Director, TLT Solicitors LLP

Consideration of Human Rights

50. The following articles of the Convention are relevant to the determination as to whether the Order should be made:
- i) Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. Any interference with possessions must be proportionate and, in determining whether a particular measure is proportionate, a fair balance must be struck between the public benefit sought and the interference with the rights in question;

- ii) Article 6 entitles those affected by the powers sought in the Order to a fair and public hearing by an independent and impartial tribunal;
 - iii) Article 8 protects the right of the individual to respect for his private and family life, his home and his correspondence. A public authority cannot interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, inter alia, national security, public safety or the economic wellbeing of the country.
51. The Guidance explains that a compulsory purchase order should only be made where there is “a compelling case in the public interest”. The Guidance makes it clear that an acquiring authority should be sure that the purposes for which it is making a compulsory purchase order sufficiently justify interfering with the human rights of those with an interest in the land affected. In making this assessment, an acquiring authority should have regard, in particular, to the provisions of Article 1 of the First Protocol and Article 6 of the Convention and, in the case of a dwelling, Article 8 of the Convention. These are summarised and considered in detail in the Joint Statement of Reasons.
52. In considering the justification for the CPO and the SRO, careful consideration has been given by officers to the balance to be struck between the effect of acquisition on individual rights and the wider public interest in the delivery of the highway improvement scheme. The compulsory acquisition of land and rights is required in order to deliver the Scheme. Interference with Convention rights is considered to be proportionate and justified in order to secure the construction of the Scheme and its associated benefits.

Financial Implications

53. The total scheme cost to completion remains at **£106.756m**, as previously reported to Cabinet.
54. The project is entirely funded by Housing Infrastructure Fund grant to a capped value of £106.756m and following the approval of the recommendations as set out in the report to Cabinet in June 2021 (2021/059) a deed of variation to the Grant Determination Agreement (GDA) with Homes England has now been entered in to.
55. Section 106 contributions from related developments are intended to recover some of the HIF grant to allow reinvestment in future infrastructure for the area.

Comments checked by:

Rob Finlayson, Finance business Partner, rob.finlayson@oxfordshire.gov.uk

Equality & Inclusion Implications

56. The equalities implications of the HIF2 scheme have been assessed robustly through the design development stages of the scheme and in reaching the preferred option. These equalities implications have been considered in line with the Equality Act 2010 through the completion of an Equality Impact Assessment (EqIA), now appended to the Statement of Reasons.
57. The Public Sector Equality Duty (PSED), to which the County Council is also subject, places additional obligations on public sector bodies to eliminate discrimination, advance equality of opportunity and foster good relations. Recognising and complying with these higher standards is required to discharge the PSED. In particular, steps must be taken to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share that characteristic.
58. Work towards this has already taken the form of considering the safety of all pedestrians, cyclists, and horse-riders through a Walking, Cycling and Horse-Riding Assessment & Review which will form part of the information presented at planning.
59. Reviewing the EqIA and the County Council's PSED will be a continuous process throughout the subsequent stages of scheme development.

Sustainability Implications

60. The HIF2 proposals alongside the complimentary STP2 project is designed to promote sustainable modes of travel for access into Oxford by commuting traffic by modal shift away from the private vehicle and on to public transport or by walking and cycling. In reducing traffic congestion levels this has positive impacts on air quality and carbon emissions.
61. The delivery of the Scheme, alongside other planned transport investment on the A40 corridor, will form a core part of the promotion of more sustainable forms of travel for the new developments planned for the West Oxfordshire area. This will be teamed with promotional activities to achieve the cultural shift required.
62. The scheme design has also been developed to offset any bio-diversity net loss and provision of improved environment and habitat for wildlife, providing a 10% net gain in biodiversity as a direct result of its implementation.

Risk Management

- 63. Key risks to scheme delivery and their relevant mitigation and management were discussed in detail within the report to June Cabinet as listed within the background papers. A detailed risk register is being maintained.
- 64. These risks, particularly those relating to property acquisition are still relevant and are being mitigated by the progress that has been made in relation to land purchase and the potential to compulsory purchase if necessary.
- 65. The risks will be managed and monitored on an on-going basis as part of the overall governance of the project.

Consultations

- 66. A public consultation was undertaken between May and June 2021.
- 67. A detailed summary of the content, format and response to the aforementioned public consultation, undertaken to inform the detail of the Scheme proposals, was set out within the report to Cabinet in July 2021, now listed as a background paper.
- 68. The July report also set out how the Scheme had been changed to reflect the feedback offered and how stakeholders would continue to be engaged throughout subsequent stages of delivery. Based on these changes and continued engagement, this paper set out the preferred options for each of the three elements of the scheme, which are now approved.
- 69. A detailed consideration of the consultation undertaken to inform the Scheme can be found in the draft Joint Statement of Reasons, attached at Annex A.

Bill Cotton
Corporate Director for Environment and Place

Annexes:

Annex A – Draft Joint Statement of Reasons
Annex B – Draft CPO, draft Order Map, draft SRO and draft SRO Plans

Background papers: Cabinet report – June 2021 – FP 2021/059: A40 HIF2
Smart Corridor – In Principle Use of Statutory Powers

Cabinet report – July 2021 – FP 2021/082: A40 HIF2
Smart Corridor – Preferred Options and Funding

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January 2022



Joint Statement of Reasons

Highways Act 1980

Acquisition of Land Act 1981

The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022

The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022

Version control

Author	Revision No.	Date Issued	Description of Revision: Comment
TDS	1.0	09.04.2021	Initial draft
TDS	1.1	21.05.2021	Initial draft with comments from technical leads – for TLT review
TDS	1.2	16.06.2021	Draft with TLT comments included for further technical update
TDS	1.3	02.07.2021	Draft with TLT comments and further technical update
TDS	1.4	06.07.2021	Planning update from Stantec
TDS	1.5	16.09.2021	Includes comments and changes from Counsel
TDS	1.6	05.10.2021	Draft with further technical updates
TDS	1.7	08.11.2021	Final Draft for Informal Cabinet with updates from Planning, SRO, CPO, EqCIA, Options Reassessment and other technical updates
TDS	1.8	11.11.2021	Issued for Informal Cabinet
MG	1.9	27.11.2021	Updated Draft post Informal Cabinet
MG	1.10	7.12.2021	Updated Draft to be reviewed by TLT and Counsel
MG	1.11	10.12.2021	Post TLT Review, pre Counsel submission
MG	1.12	13.12.2021	Post TLT review and Counsel Submission
TDS	1.13	16.12.2021	Post TLT and Counsel reviews
TDS	1.14	17.12.2021	Post TLT and Counsel reviews
TDS	1.15	20.12.2021	Final draft for Counsel comments
TDS	1.16	23.12.2021	Final draft, awaiting updated section 8 Order Land information
TDS	1.17	07.01.2022	Final draft for including within Cabinet paper

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For reference to other sections of the Statement whilst reading this document:

Appendix 1: Site Plan

Appendix 2: Order Map

Appendix 3: Cabinet Report and Minute dated 18 January 2022, and Officer's
Decision Notices dated **[to be confirmed]**

Appendix 4a: Compulsory Purchase Order and Order Schedule

Appendix 4b: Side Roads Order and Order Schedule

Appendix 5: A40 HIF2 Smart Corridor - Initial Business Case (November 2020)

Appendix 6: Transport Assessment

Appendix 7: Planning Statement

Appendix 8: Environmental Statement

Appendix 9: Equalities and Climate Change Impact Assessment Report

Appendix 10: Preferred Development Option

Appendix 11: Options Appraisal Reports

Appendix 12: Statement of Community Involvement

Appendix 13: Local Transport Plan 2015 (relevant sections)

Appendix 14: West Oxfordshire Local Plan 2031

1. INTRODUCTION

1.1. This is the Joint Statement of Reasons (the 'Statement') of Oxfordshire County Council (the "Acquiring Authority" or "the Council") to support the making of the following statutory orders:

- The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (the 'SRO') pursuant to sections 14 and 125 of the Highways Act 1980; and
- The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 (the 'Order') pursuant to its powers of compulsory acquisition in Part XII sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and Schedule 3 to the Acquisition of Land Act 1981.

1.2. The Statement has been prepared in accordance with the following documents:

- Ministry of Housing, Communities and Local Government "Guidance on Compulsory purchase and the Crichel Down Rules" (July 2019) (the 'Guidance');
- Department of Transport Circular 1/97 "Highways Act 1980: Orders Under Section 14 of the Highways Act 1980 and Opposed Orders Under Section 124 of that Act" (June 1997); and
- Department of Transport Circular 2/97 "Notes on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State for Transport is the Confirming Authority" (June 1997).

1.3. The Acquiring Authority's purpose in seeking to make the SRO and the Order is to facilitate the improvement of the A40, an existing, adopted highway, through a scheme known as the A40 HIF2 Smart Corridor (the 'Scheme').

1.4. The Scheme also includes new traffic regulation orders, managing the movement of traffic through the Scheme.

1.5. The Acquiring Authority considers the Scheme to be a County priority, as it will ease congestion through the provision of additional highway capacity; facilitate modal shift through improved public transport travel times and reliability; improve road safety and encourage and enable housing and economic development in the area.

1.6. The land proposed to be compulsorily acquired under the Order (the 'Order Land') comprises an area of land adjacent to the existing A40 highway between Hill Farm access to the West and the A34 viaduct to the East, where it crosses the A40 at Dukes

Cut area. The Order includes land to accommodate environmental mitigation measures.

1.7. The Scheme is comprised of three sections as follows, and as shown on the plan at **Appendix 1**:

- 1.7.1 **A40 Extended Dual Carriageway ('Dualling')**: the proposal is to upgrade a 3.2km/2.1-mile section of the A40 from a single carriageway road to a dual carriageway road between the Hill Farm access overbridge and the proposed Eynsham Park and Ride site (a new 850-space Park & Ride facility for which planning permission was granted in March 2021), located immediately to the west of Cuckoo Lane in Eynsham. This element of the Scheme would also provide an improved and dedicated path for walking and cycling (active travel) along this section of the A40. Generally, this section is bounded to the north and south by open agricultural land, with several farm buildings and a small number of residential properties.
- 1.7.2 **A40 Integrated Bus Lanes ('IBL')**: this element of the Scheme involves the widening of the existing single carriageway road to provide dedicated east and westbound bus lanes, with complementary junction and active travel improvements on a 6.5km/4 mile section of the A40 between the proposed Park and Ride site at Eynsham and the Dukes Cut Bridge, at a point approximately 600 metres west of the A34 viaduct across the A40. In this area, to the north the A40 is bordered by a mixture of open agricultural land, future development land, various small-scale commercial premises and Cassington village. The land to the south of the A40 comprises residential properties forming the northern extents of Eynsham, open agricultural land and the Oxford Meadows, which is a Special Area of Conservation (SAC).
- 1.7.3 **A40 Duke's Cut Bridge Works ('Duke's Cut')**: this element of the Scheme proposes the construction of a new eastbound dedicated bus lane and active travel improvements along a 600m section of the A40, which is elevated on a number of existing bridge structures over the Duke's Cut Canal Bridge and the Wolvercote Railway and Canal Bridges. The bus lane and active travel improvements will link with the IBL to the west and the separate highway improvement scheme now under construction named A40 Oxford North scheme (see paragraph 3.59 of this Statement) to the east. A new shared path linking the A40 path to the Oxford Canal towpath / NCN Route 5 is also proposed.

- 1.8 A structure within the Duke's Cut extents has been deemed to require strengthening in order to provide it with the required capacity to withstand the additional loading that is to be brought on to the structure by the new eastbound bus lane. The structure also requires works to improve its general condition, including the replacement of a substandard masonry parapet and the removal of superficial concrete on the beams of the bridge that has been found to be spalling. These strengthening and maintenance works at Wolvercote Railway Bridge are envisaged to be carried out earlier than the main highways works and the works to the NCN5 cycle link and will be classed as works that are to be done under permitted development. More details regarding the implications of this can be found in paragraphs 7.5.
- 1.9 The full extent of land to be acquired is set out in greater detail in Section 8, and identified on the map accompanying the Order (the 'Order Map') at **Appendix 2**. The land required for the entirety of the Scheme, including but not limited to the Order Land, is referred to throughout this Statement as the Site and is identified on the Site Plan appended at **Appendix 1**.
- 1.10 Funding has been secured from government to deliver a number of projects that will deliver the A40 strategy and which form the A40 Corridor Improvement Programme: These are described in more detail at paragraph 3.59.
- 1.11 The Acquiring Authority has made significant efforts to acquire by private treaty agreement the interests in land needed to deliver the Scheme but, whilst doing so, has retained in reserve the ability to bring forward compulsory purchase powers. Given the passage of time and the need to facilitate the timely delivery of the Scheme, it has now become apparent that the SRO and the Order must be progressed in parallel with ongoing negotiations, and submitted for confirmation to the Secretary of State for Transport ('the Secretary of State'), in order to facilitate the delivery of the Scheme.
- 1.12 On 18 January 2022, the Cabinet of the Acquiring Authority resolved to make the SRO and the Order [**Appendix 3**], reserving to officers delegated powers to refine the SRO and the Order and their respective associated ancillary documents. The Acquiring Authority by way of an Officer's Decision Notice [**Appendix 3**] dated [date to be confirmed] 2022 approved the final form of SRO, SRO plans, the Order, Order Map and Joint Statement of Reasons.
- 1.13 In reaching the decision to make the SRO and the Order, the Acquiring Authority has had full regard to the Human Rights Act 1998 and the European Convention on Human Rights, as well as its public sector equality duty ('PSED'), and is satisfied that any interference is reasonable and proportionate. Human rights and PSED issues are dealt with in detail in Section 11 of this Statement.

- 1.14 Department of Transport Circular 2/97 provides guidance on compulsory purchase orders for highway schemes and states that it is the Secretary of State's practice not to confirm a compulsory purchase order until satisfied that planning permission for the Scheme, to which the order relates, has been granted. As noted in Section 7 of this Statement, a planning application was submitted and subsequently validated on 22nd December 2021 (application reference R3.0151/21). It is anticipated that planning permission will be granted for the Scheme in Q2 2022.
- 1.15 The Order seeks to acquire all interests in the land coloured pink on the Order Map, together with the new rights in the land coloured blue on the Order Map, as specified in the Schedule to the Order ('the Order Schedule') [**Appendix 4a**].
- 1.16 The Acquiring Authority is satisfied that the implementation of the Scheme requires the acquisition of the land and new rights, as set out in the Order, Order Map and Order Schedule.
- 1.17 The Acquiring Authority already owns or has acquired a substantial part of the land required for the Scheme but the implementation of the Scheme requires the acquisition of the remaining land interests and new rights, as set out in the Order and Order Schedule. The Acquiring Authority has made the Order to facilitate implementation of the Scheme. The Acquiring Authority has sought to notify all of those who have a legal interest in any of the land included within the Order and to acquire all of these interests by agreement where possible. It is clear, however, that compulsory purchase powers must be employed in this case in order to secure the delivery of the Scheme within a reasonable and realistic timescale.
- 1.18 The SRO is required in order to facilitate the delivery of the Scheme pursuant to the Acquiring Authority's powers under Sections 14 and 125 of the Highways Act 1980. The SRO is addressed in more detail in Section 12 of this Statement.
- 1.19 In summary, this Statement:
- 1.18.1. Identifies the statutory powers under which the Order is made (Section 2);
 - 1.18.2. Describes the local context and background to the Scheme, providing details of the Site and a description of the Scheme (Section 3);
 - 1.18.3. Provides an overview of the need for the Scheme (Section 4);
 - 1.18.4. Identifies the alternatives to the Scheme that have been considered (Section 5);
 - 1.18.5. Describes the consultation and public engagement activities undertaken to inform the Scheme (Section 6);
 - 1.18.6. Describes the current planning position and strategic support for the Scheme (Section 7);

- 1.18.7. Identifies the Order Land (Section 8);
- 1.18.8. Explains the need for the Order together with providing details of negotiations undertaken with landowners (Section 9);
- 1.18.9. Explains how the Scheme is to be financed and timescales for implementation (Section 10);
- 1.18.10. Addresses Human Rights and PSED issues (Section 11);
- 1.18.11. Explains the need for the Side Road Order (Section 12)
- 1.18.12. Identifies any Related Orders and Special Category Land (Section 13) and;
- 1.18.13. Sets out the arrangements for the inspection of documents and contact details for further information (Section 14).

2 STATUTORY POWERS UNDER WHICH THE ORDER IS MADE

- 2.1 The Guidance published by the Ministry of Housing, Communities and Local Government in July 2019 provides the latest advice in connection with the use of compulsory purchase powers.
- 2.2 In accordance with the Guidance, the purpose for which an authority seeks to acquire land will determine the statutory powers under which compulsory purchase is sought. Paragraph 11 advises that acquiring authorities should look to use *'the most specific power available for the purpose in mind, and only use a general power when a specific power is not available.'*
- 2.3 The Acquiring Authority has sought, and continues to seek, to negotiate the acquisition of the legal interests in the land required for the proposed Scheme by agreement. A substantial part of the land required for the Scheme is in private ownership and it appears unlikely that negotiations will secure the acquisition of all necessary interests on a voluntary basis within a reasonable timeframe. As such, it is considered that without the Order, the Scheme would not be capable of delivery.
- 2.4 The Acquiring Authority is, therefore, utilising its powers under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (the '1980 Act') and Schedule 3 to the Acquisition of Land Act 1981, for the acquisition of all of the remaining interests and new rights in the Order Land, required to facilitate the Scheme.
- 2.5 Sections 239 and 240 are concerned with the general powers of highway authorities to acquire land for the construction and improvement of highways, for the improvement or development of frontages to a highway or land adjoining thereto, and for use of land in connection with the construction or improvement of a highway or the carrying out of other works authorised by a side roads order under Section 14 of the 1980 Act. Section 246 provides a power to acquire land for mitigating the adverse effects of the existence or use of a highway constructed or improved on its surroundings. Section 250 provides that land acquisition powers may extend to the creation as well as acquisition of rights, and Section 260 relates to the clearance of title to land acquired by the Council for statutory purposes.
- 2.6 The powers in the 1980 Act enable the Acquiring Authority to acquire land and new rights compulsorily for the following purposes:
- The widening and improvement of the existing A40 publicly maintained highway, maintainable at the public expense approximately between Hill Farm overbridge to the viaduct where the A34 passes over the A40;
 - The improvement of the existing publicly maintained highway various connecting highways running north and south, along the length of the relevant part of the A40;

- The construction of two new cycleway bridges with a right of way on foot to the north and south sides of the existing Cassington Halt Bridge;
 - The carrying out of drainage works in connection with the highway improvements works;
 - the improvement or development of frontages to a highway or of the land adjoining or adjacent to that highway;
 - Use by the Acquiring Authority in connection with the improvement of highways and the provision of new means of access to third party properties as aforesaid;
 - The mitigation of any adverse effects which the existence or use of any highway proposed to be improved by the Acquiring Authority.
- 2.7 In accordance with paragraph 2 of the Guidance, the Acquiring Authority is using its powers to compulsorily acquire the remaining interests as a matter of last resort, with efforts to acquire interests by private treaty continuing in parallel during the course of the compulsory purchase order process.
- 2.8 Having regard to the nature of the Scheme and the advice set out in the Guidance, the Acquiring Authority is satisfied that the powers available to it under the 1980 Act are the most appropriate powers to use in order to achieve its objectives.

3 LOCAL CONTEXT, BACKGROUND AND EXPLANATION OF THE SCHEME

- 3.1 The Scheme runs predominantly in West Oxfordshire, which is one of the five districts of the County of Oxfordshire, located to the west of Oxford City. To the east, the Scheme also enters Cherwell district and connects at Wolvercote to the City of Oxford.
- 3.2 West Oxfordshire District is predominantly a rural area with a population density of 1.5 people per hectare making it the second most sparsely populated of the 67 local authorities in South East England. A third of the District falls within the Cotswolds Area of Outstanding Natural Beauty (AONB).
- 3.3 The Office for National Statistics (ONS) 2019 population estimate placed the population of West Oxfordshire at 110,600; in the 2011 census it was estimated that there were 43,241 households in the district.
- 3.4 The largest towns in West Oxfordshire are Witney (28,000 population) and Carterton (16,000), located close to the A40. Eynsham, identified as a rural service centre in the West Oxfordshire Local Plan with a population of 5,000, is located immediately to the south of the A40 between Witney and Oxford¹.
- 3.5 The West Oxfordshire District has a strong and resilient local economy, with strong manufacturing, financial and business services, and tourism sectors. The District has strong functional links in economic and employment terms with a number of other areas, particularly with Oxford City, but also Cherwell and the Vale of White Horse Districts and, to a lesser extent, with South Oxfordshire, Swindon, Cotswold District and London.
- 3.6 The District is crossed in a generally east-west direction by the A40 and the A44, both of which take traffic to, from and through the city of Oxford. The A40 corridor connects the City of Oxford and the southern areas of West Oxfordshire.
- 3.7 The A40 forms the primary route between Oxford and Cheltenham, as well as forming part of a long-distance route between London and south-west Wales. Figure 1 shows the context of the A40 Witney-Oxford Corridor, highlighting the main road and rail links. The A40 carries a mix of local, regional and longer-distance traffic, some travelling to/from M40 and the A34.

¹ Populations from 2011 Census

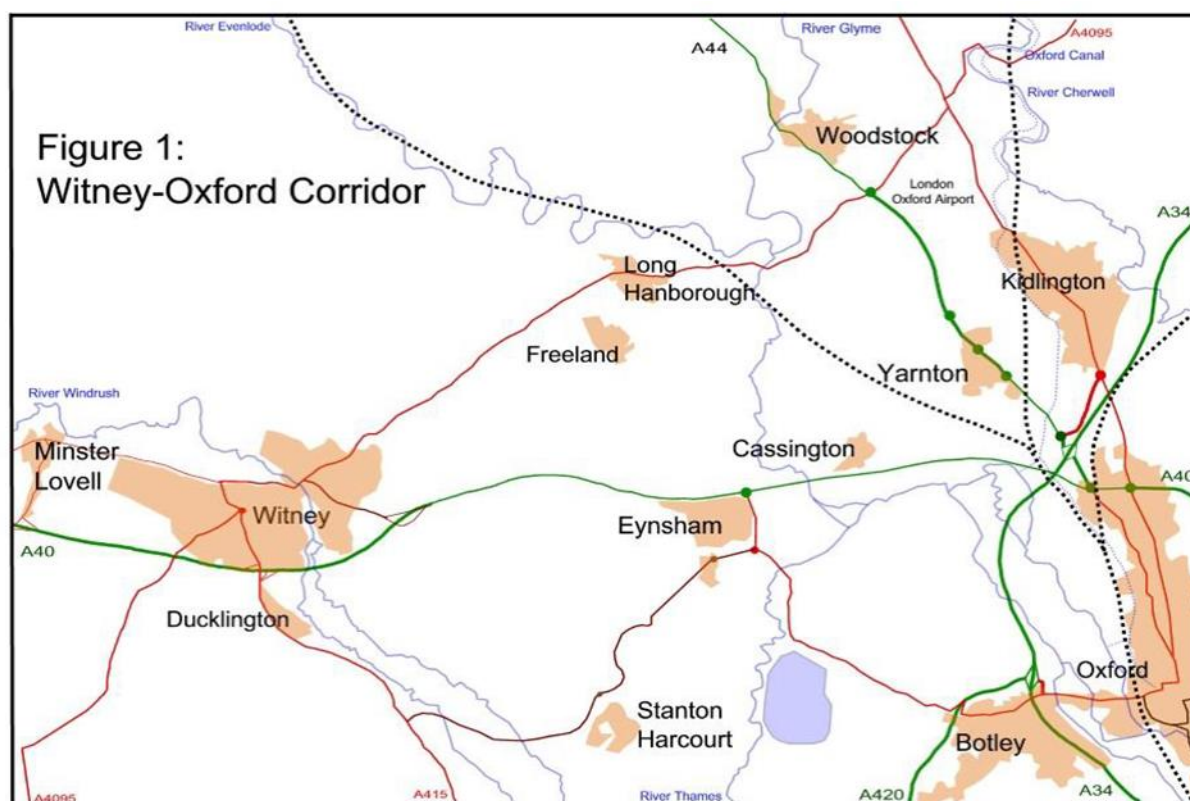


Figure 1: Witney - Oxford Corridor

- 3.8 The A40 passes close to Witney, the district's largest settlement, as well as Carterton (including RAF Brize Norton) and the smaller settlements of Eynsham and Burford, although it does not directly pass through any of these. The A40 was de-trunked in 2002 and has since been managed as part of Oxfordshire County Council's highway network. The A40 is signposted as the advisory route for HGV traffic between Oxford and Eynsham, to encourage these vehicles to avoid the Air Quality Management Area in Chipping Norton. The A40 corridor is a key commuting route into Oxford, with 7,500 commuters travelling to Oxford per day from West Oxfordshire².
- 3.9 The A40 forms the most direct transport link between Oxford and Witney, although there are less suitable and attractive alternatives using A4095/A44 and B4449/B4044. The A4095/A44 also forms an informal route for bypassing the A40 and Oxford and accessing the M40 for longer distance traffic. Some vehicle traffic between Carterton and Oxford also travels via Bampton (B4449/A415) to the A420 to avoid the A40. Drivers also use other local routes e.g. through Cassington, Yarnton, Freeland and South Leigh to avoid traffic queues on the A40 through Eynsham and Cassington and on the approaches to Wolvercote Roundabout.
- 3.10 East of Witney, the traffic flow along the A40 exceeds the capacity of the road on a regular basis during peak flow periods. This causes severe congestion at peak times, resulting in longer journey times and greater journey time unpredictability.

² From 2011 Census

- 3.11 Additional housing growth planned in West Oxfordshire and the wider area will add pressure to the already congested A40 corridor, due to the higher levels of travel demand. The intervention strategy is, therefore, focussed on providing additional transport capacity through improved public transport services and active travel, shifting as many local journeys as possible to public transport, cycling and walking. This provides capacity to support increased travel demand as well as managing potential impacts on the environment and communities.

Air Quality – A40 Corridor

- 3.12 Air quality issues tend to occur mostly in areas of higher vehicle volumes and congested urban areas. On the A40 corridor, there are Air Quality Management Areas (AQMAs) in close proximity. One is located in Witney along Bridge Street and the other covers Oxford City from east of the A34 flyover. NO₂ levels in both AQMAs remain higher than the national objectives but have been relatively constant for the last 10 years.
- 3.13 Despite the improvements to overall air quality indicators in Oxford during the last decade, air quality levels are still considered to be poor in the city, with road transport being the main source of emissions of pollutants such as NO_x and Particulate Matter (PM). Consequently, Oxfordshire County Council and Oxford City Council are pursuing plans to reduce emissions in the city, which are typically focused on reducing car traffic and encouraging modal shift to more sustainable, less polluting modes of transport.
- 3.14 The Oxford Meadows Special Area of Conservation (SAC) is a European designated site for ecology, located to the north-west of Oxford City. A section of the SAC is located immediately to the south of the A40, between Cassington and Wolvercote. The need to ensure there is no increase in nitrogen deposition within the SAC has been considered throughout the development of the Scheme and subsequently evidenced through the assessments undertaken as part of the planning process.
- 3.15 In this regard, air quality modelling to assess the impact of the Scheme on nitrogen deposition along the A40 corridor, including within the SAC, has been undertaken as part of the Environmental Impact Assessment that accompanies the planning application for the Scheme, as submitted to the Local Planning Authority on 22 November 2021. This air quality modelling did not identify any likely significant effects on the SAC. A meeting was held with Natural England in October 2021 to discuss the air quality modelling and it agreed in principle with the assessment conclusions (subject to more detailed review during determination of the planning application).
- 3.16 Transport schemes that result in improvements to public transport services, in terms of increased frequencies and dedicated infrastructure to reduce journey times and improve reliability, will encourage modal shift from private car to public transport. Achieving a reduction in the number and the speed of vehicles accessing the city centre would positively contribute towards improvements in local air quality.

- 3.17 Emissions decrease at lower speeds. Therefore, lower speeds at constant traffic flow are considered to mitigate the air quality impact that would otherwise arise from future developments. Further details concerning the effect of the Scheme on Air Quality has been provided in sections 4.33 – 4.35 of the report.

Traffic Collisions and Road Safety

- 3.18 Collision data recorded for the periods 2014-2018 and January-November 2019 on the A40 between Hill Farm (Witney) and Wolvercote Roundabout in Oxford, shows that 141 collisions occurred during that time.
- 3.19 The majority of collisions recorded involved motor vehicles only, with almost no accidents involving pedestrians (1 in each of 2014 and 2015 and none since), and a small percentage involving bikes (17 in total between 2014 and 2019). Of the total 141 collisions recorded, 2 (1%) resulted in fatal casualties, 35 (25%) were categorised as serious and the remaining 104 (74%) were categorised as slight.
- 3.20 The locations of the recorded collisions on this section of the A40 are spread across most of its length, although there is some pattern of concentration of collisions at or nearby junctions, Eynsham Road junction at Cassington, Eynsham Roundabout, Barnard Gate and Hill Farm junction.
- 3.21 In summary, there are opportunities for road safety improvements as part of the Scheme, notably by the significantly enhanced signalized crossing provisions along the length of the scheme and designs which have been developed considering all road users. This is further explored in paragraph 4.48.

Housing and Economic Growth Objectives

- 3.22 The Oxfordshire Housing and Growth Deal ('HGD') sets out the County's bold housing and economic development ambitions via sustainable growth objectives, to be unlocked through appropriate investments in the County's strategic and local infrastructure.
- 3.23 Through the HGD, Oxfordshire commits to:
- Plan for and support the delivery of 100,000 new homes between 2011 – 2031, backed up with a credible plan for delivery outlining interim milestones and targets agreed with Homes England and Government
 - The submission and adoption, subject to the examination process, of a Joint Statutory Spatial Plan (JSSP) covering all five districts, by 2021, and submission of the current suite of Oxfordshire Local Plans

- Work with government to explore further opportunities to drive innovation in partnership, design and construction
- Work to secure additional public and private funding to plan for and support delivery of 100,000 homes by 2031
- Consider the introduction of a Strategic Infrastructure Tariff

- 3.24 The West Oxfordshire Local Plan 2031 (adopted September 2018) ('WOLP'), **[Appendix 14]** identifies the total level of housing provision needed in the period from 2011- 2031 of at least 15,950 new homes in West Oxfordshire. The WOLP allocations include four Strategic Development Areas located along the A40 corridor at: East Witney (450 homes); North Witney (1,400 homes); Oxfordshire Cotswolds Garden Village (now known as Salt Cross Garden Village at Eynsham) (2,200 homes); and West Eynsham (763 homes). These four sites have been specifically identified as 'HIF-dependent' schemes i.e., the Scheme is needed in order to bring forward delivery of the sites.
- 3.25 Oxfordshire County Council maintains permanent traffic count sites. The following information is drawn from records up to the end of 2018 (prior to the impact of Covid-19 on travel patterns from March 2019). On an average weekday, a total of 32,000 vehicles per day (total for both directions) travel along the A40 Witney to Eynsham, with around 2,000 vehicles using this in both directions during the morning and evening peak busiest hour. East of Cassington junction, the average weekday traffic flows are lower, with a total daily flow of 23,000 vehicles in both directions and around 1,600 in the morning peak and the evening peak busiest hour.
- 3.26 Poor network performance on the A40 corridor translates into slow moving traffic and subsequently longer journey times with significant variability in travel times. This is evident from journey time surveys and Google Maps congestion data during morning and evening peak periods. See figures 2, 3 & 4. Journey time reliability issues on the corridor present significant challenges for bus operations and timetabling.

Travel time variability for vehicles on the A40 between Witney and Wolvercote Feb 2020 (surveys)

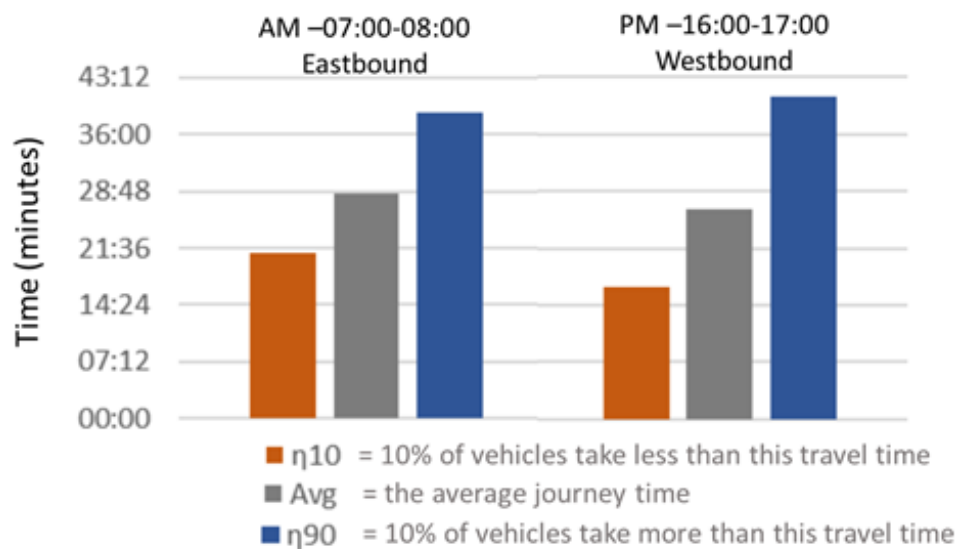


Figure 2: A40 Witney to Wolvercote Travel time Variability

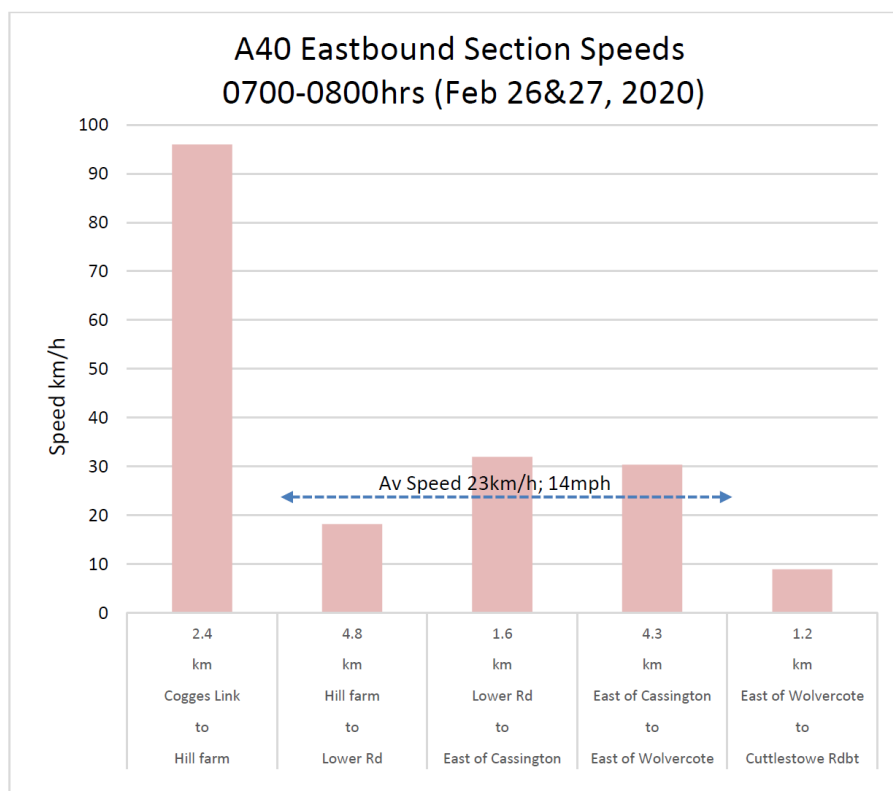


Figure 3: A40 Eastbound Section Average Travel Times AM Peak - 0700-0800hrs



Figure 4: A40 Westbound Section Average Travel Times PM Peak - 1700-1800hrs

- 3.27 In terms of journey times between the A40/B4022 Shores Green Junction at Witney and the Wolvercote Roundabout, the surveyed journey times (ANPR Survey February 2020) demonstrate that congestion during the peak hours effectively doubles the journey times in both directions from a free flow travel time of 11 to 26 minutes.

Existing Public Transport Services along the A40

- 3.28 The A40 is an important bus corridor. There are 4 scheduled bus public transport routes that operate on the A40 between Witney, Eynsham and Oxford. From 17 January 2021, Stagecoach re-numbered service S7 between Carterton, Witney and the John Radcliffe Hospital to H2 and introduced two new journeys on Sundays to cover shift times. Table 1 identifies the route and weekday frequency of these services.

3.29

Service	Route	AM 0800-0900	Off- Peak ^[1]	PM 1700-1800
S1	Oxford - Farmoor - Eynsham - Witney - Carterton	5	4	5
S2	Oxford - Cassington Turn - Witney - Carterton	1	1	1
H2	JR Hospital - Eynsham - Witney - Carterton	1	1	1
853	Gloucester/Cheltenham-Burford-Witney-Oxford	1	0	1

Table 1: Frequency of Local Bus Routes (Single Direction)

^[1] Average number of buses per hour taken between 0900-1700

3.30 East of Witney, bus services share the single carriageway in each direction with general traffic. As a result, buses are heavily affected by the congested traffic conditions along the A40, which significantly increases journey times and creates timetable unreliability. The S2 and H2 services, the routes for which are demonstrated in Figure 5, are affected along the full length of the A40 from Witney to Oxford North. Low service frequencies on these routes reflect the low demands for the service currently, and the high proportion of trips along the A40 by private vehicle. The S1 service turns off the A40 east of Witney Road, Eynsham and runs via the B4044 via Botley to Oxford. This service currently operates at higher frequencies partly due to its shorter trip times into central Oxford.

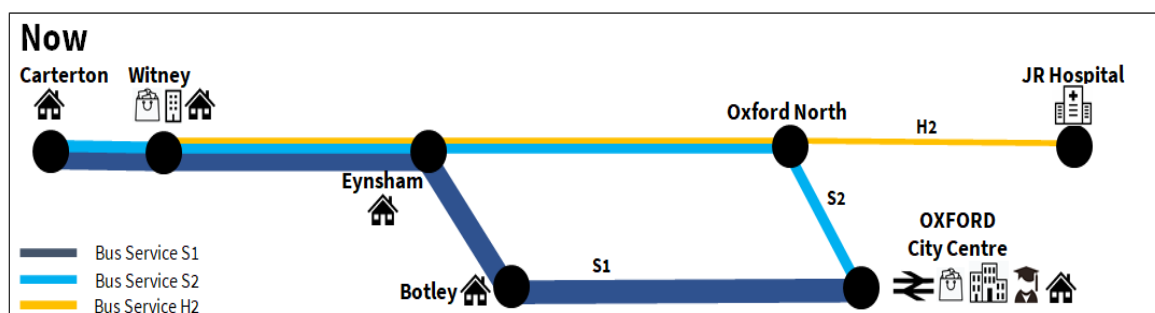


Figure 5: Bus routes along the A40

3.31 Pre-Covid, bus patronage³ on these services had been growing steadily, with 2019 patronage showing a 45% increase on 2007/8 levels. This has taken place in a context of limited background demographic growth and with timetabled journey times being steadily extended to reflect worsening congestion and delay, as a result of travel conditions on the A40. The mode share of bus for commuting trips into Oxford City Centre is around 30% from areas along the A40 corridor, such as Witney and Eynsham, according to Census 2011 travel to work figures (Office for National Suveys), see Table 2 below.

Table 2: Percentage of Works Trips by Bus

Origin: West Ox 010 - Witney Central		
Destination	Middle Layer Super Output Areas (MSOA) authority District	Bus, % of all work trips
Oxford Central	Ox 008	44%
Botley	Ox 009	34%
Headington S	Ox 010	17%
Headington N	Ox 006	10%

³ Data provided to the County Council by bus operator, Stagecoach

Origin: West Ox 011 - Eynsham		
Destination	MSOA	Bus, % of all work trips
Oxford Central	Ox 008	50%
Botley	Ox 009	27%
Jericho	Ox 003	28%
Headington N	Ox 006	15%

Table 2: Bus Commuter Travel Origins and Destinations along the A40

- 3.32 Further connectivity and growth in the bus passenger market is constrained by the long and highly unreliable journey times, with services delayed in the same congestion as all other vehicles. The current service operator (Stagecoach) has indicated that it is unwilling to increase services along the A40 to Oxford City Centre or to increase services to the John Radcliffe Hospital and employment areas in Eastern Oxford (such as the Brookes Headington Campus, the Oxford Business Park and the Oxford Science Park), during the peak periods because it is impractical to timetable bus services. Currently the benefits of increasing the level of service would be negated by existing levels of congestion and hence unreliability.

Rail

- 3.33 The nearest rail station is in Hanborough, which is over 4km to the north of the A40. The station is served by Great Western Railway (GWR) and operates between Paddington and Hereford. The rail journey between Hanborough Station and Oxford Station typically takes between 9 and 14 minutes. Hanborough station has 1-2 trains per hour in each direction on a typical weekday. The latest information regarding timetables at Hanborough Station are available from the GWR website (www.gwr.com/).

Cycling and Walking

- 3.34 Current infrastructure for active modes of travel comprises a cycleway with a right of way on foot that runs alongside both sides of the A40 from Eynsham to the east, with a path only on the northern side of the A40 between Eynsham and Witney. This pathway is approximately 1.5m wide and lacks signalised crossings for pedestrians and cyclists at most intersections with local roads, and on sections of the route near more built-up areas, mainly at Eynsham. This creates severance barriers and means it is not currently a particularly attractive route for cyclists.

- 3.35 The city of Oxford has one of the highest rates of cycling in the UK, with over a quarter of all commuting trips under 3 miles made by bike and 16% of those between 3 and 5 miles, compared to 6% and 3% for England, respectively. Cycle mode share is, however, significantly lower along the A40 corridor and within settlements, at around 5% in Witney and 7% in Eynsham and Cassington (based on 2011 Census Data). Current lower quality cycling provision along the A40 corridor into Oxford City Centre is a contributory factor as well as the typical longer journey distances.
- 3.36 Based on surveys undertaken in July and August 2021, active travel cycle travel demand on the existing A40 cycle path is at its highest between Cassington and Duke's Cut, with 200-250 two-way daily trips. Pedestrian volumes were lower, with the greatest activity recorded near the A40 bus stops at Eynsham in the Witney Road area.

The Scheme – A40 HIF2 Smart Corridor Objectives

- 3.37 The Acquiring Authority's objectives for the Scheme, as outlined in the Acquiring Authority's Initial Business Case for the Scheme dated 24 November 2020 [**Appendix 5**], are to:
- Increase transport capacity along the A40 in West Oxfordshire
 - Provide greater travel choice and encourage more use of bus, cycling and walking
 - Deliver faster and more reliable bus journey times
 - Improve safety and reduce environmental impacts such as air pollution and noise
 - Improve accessibility and connectivity to employment and public services
 - Directly enabling housing delivery in West Oxfordshire
 - Promote economic growth in Oxfordshire and creation of new jobs.
- 3.38 It should be noted that as the Scheme has evolved, directly influenced by the consultation which has been undertaken, so have the Scheme's objectives. The latest versions of these objectives are set out in the planning application documentation, specifically the Planning Statement [**Appendix 7**] and Transport Assessment [**Appendix 6**] and are identified below;

- Directly enable specific major new housing and employment site allocations in the West Oxfordshire Local Plan and unlock growth in line with Housing Infrastructure Fund (HIF) through the provision of enhanced active travel and bus travel facilities;
 - Provide greater travel choice for people walking, cycling and travelling by public transport along the A40 corridor to encourage greater use of sustainable transport options;
 - Improve public transport accessibility and connectivity to employment sites, services and other facilities;
 - Facilitate faster and more reliable journeys for people travelling by bus along the A40;
 - Ensure that the Proposed Development does not increase journey times for private vehicles (i.e. non-bus users) using the A40;
 - Reduce carbon emissions and other harmful pollutants associated with travel; and
 - To facilitate safer travel for all A40 users.
- 3.39 The main works required for the Scheme will be undertaken immediately adjacent to the existing A40, which runs east to west from the point at which the A34 crosses in a north south direction to approximately the Hill Farm overbridge, just to the east of Witney.
- 3.40 The Acquiring Authority is proposing to construct new sections of road and to carry out widening and improvement works to existing publicly maintained highways, together with complementary junction improvements, new and enhanced walking and cycling facilities and dedicated public transport infrastructure.
- 3.41 All of the Scheme elements described below will include improved and fit for purpose cycleways with a right of way on foot and crossing facilities for pedestrians and cyclists along the A40 from Witney to Oxford North (see paragraph 3.59.3 of this Statement). This will provide increased and dedicated capacity for pedestrians and cyclists, as well as offering improved and safer crossing facilities.
- 3.42 As already noted in this Statement, the Scheme generally falls into three sections. These are as set out below:

Element 1 - A40 Dual Carriageway Extension (from Witney to Eynsham Park & Ride Site)

- 3.43 This element of the Scheme involves the widening of the existing single carriageway to dual carriageway along the A40, from the Hill Farm overbridge (east of Witney) to Eynsham, a section of 3.2km/2.1miles. This will increase highway capacity for all modes of transport and improve bus journey times and reliability along the A40 between Witney and the proposed Eynsham Park & Ride. This capacity enhancement will also draw traffic back onto the A40 route away from less suitable diversion routes.
- 3.44 The new section of dual carriageway will be subject to the national speed limit of 70mph between Hill Farm and the new Barnard Gate roundabout, where the speed limit will reduce to 50mph and then to 40mph on the approach to the new Park & Ride Junction.
- 3.45 This element also includes improvement to the cycleway with a right of way on foot along the north side of the A40 and a new roundabout at the Barnard Gate/South Leigh junction, with a controlled crossing point west of the new Barnard Gate roundabout.
- 3.46 The Scheme works lie within the current A40 corridor, but also include some significant alterations to junctions. Element 1 will involve considerable land acquisition.
- 3.47 This element of the Scheme is designed to overcome capacity constraints, increase accessibility, and reduce journey times between Witney and the Eynsham Park & Ride Site. It is within 5km of the Oxford Meadows SAC and will, therefore, also include measures to mitigate the impact on the local environment.

Element 2 - A40 Integrated Bus Lane (Between Eynsham Park & Ride Site and Duke's Cut Bridges)

- 3.48 The overall objective of this element is to improve public transport provision along the route, while providing safe and attractive facilities for pedestrian and cyclists.
- 3.49 This element of the Scheme involves widening of the existing single carriageway road to provide both dedicated eastbound and westbound bus lanes, with complementary junction and active travel improvements along the A40 from the proposed new Eynsham Park & Ride to Duke's Cut bridges, west of the A34 viaduct. The Scheme will provide dedicated highway capacity for bus services and improve bus journey times and reliability along this section of the A40.

- 3.50 This element includes the addition of continuous eastbound and westbound bus lanes along the A40 between Eynsham Park & Ride towards Duke's Cut over a distance of 6.5km/4 miles. This dedicated infrastructure provision will enable the operation of a faster and more reliable public transport service, with bus journey times not being affected by general traffic levels along the A40 as they will operate in a dedicated bus lane.
- 3.51 The speed limit on this section of the A40 will be 40mph between the Park & Ride Junction and the Lower Road Roundabout and will be 50mph between the Lower Road Roundabout and Duke's Cut.
- 3.52 This element also involves the following:
- Improved north side and south side cycleway with a right of way on foot
 - New signalised crossing facilities for pedestrians and cyclists along the A40 through Eynsham and Cassington.
 - All existing accesses and egresses (residential, field and commercial) along the A40 are to be maintained. The accesses will be retained in their existing position on the Highway boundary, or repositioned where the Highway boundary has been widened set-back in association with the widened carriageway. The following 12 locations are where the highway boundary has been set-back and therefore the private means of access repositioned.
 - Ch3910EB; Woodland Trust pedestrian access
 - Ch4690EB; Reduction in footpath 206/9/20 length
 - Ch5160EB; Existing dropped kerb (Uncontrolled pedestrian access)
 - Ch5160WB; BP Petrol station western exit
 - Ch5230WB; BP Petrol station eastern entrance
 - Ch6370EB; Residential access set-back for safety purposes
 - Ch6440WB; Durham Lane private access
 - Ch7000EB; Residential access
 - Ch7025WB; Residential access
 - Ch7725EB; Worton Farm commercial access
 - Ch7825WB; Worton Farm commercial access
 - Ch9990EB; Field access @NCN5
 - The Horsemere Lane junction on the eastbound carriageway of the A40 will be closed off to motor vehicles except for access to the farm building and Thames Water access track. Properties on Horsemere Lane will be accessible through Eynsham Road. Access along Horsemere Lane will be maintained for non-motorised users.
 - New signalised junction at the Eynsham Park & Ride site, with controlled pedestrian crossings and access point for the West Eynsham Strategic Development Area (SDA)

- Widening works to Cassington New Bridge to accommodate the new bus lanes. New cycleway bridges with a right of way on foot running parallel to Cassington Halt Bridge
 - Junction improvement works at Witney Road, Lower Road Roundabout and Cassington Signals.
 - New bus stop locations and new bus stop facilities at Eynsham and Cassington.
- 3.53 The Scheme will also include traffic signal prioritisation and pre-emption to minimise bus journey times and maximise bus reliability. It will also improve the current cycleways with rights of way on foot on the north and south sides of the A40 carriageway.

Element 3 - A40 Duke's Cut Bridge Works

- 3.54 This element of the Scheme includes works to bridge structures in the Duke's Cut area, creating space for a new eastbound bus lane and improvement to cycleways with a right of way on foot along this section of the A40. A new cycleway with a right of way on foot from the A40 to the Oxford Canal tow path / NCN Route 5 is also proposed for both the north and south sides of the A40 carriageway.
- 3.55 This aspect of the Scheme will provide dedicated highway capacity for bus services and improve bus journey times and reliability along this section of the A40. The speed limit on Duke's Cut will be 40mph, reducing to 30mph on the eastern approach to the Oxford North site.
- 3.56 This element includes a new eastbound bus lane along a 600m section of the A40 at Duke's Cut, which will link up to the A40 Integrated Bus Lanes scheme to the west and the eastbound bus lane, being delivered as part of the Oxford North scheme (see paragraph 3.59 of this Statement), to the east.
- 3.57 This part of the Scheme also involves the following proposals:
- Works to Wolvercote Railway Bridge to provide capacity to accommodate the eastbound bus lane
 - Strengthening works to Wolvercote Railway Bridge to accommodate the bus lane
 - Footpath along the north side and a cycleway with a right of way on foot along the south side of the A40.

- 3.58 This element is designed to improve bus journey times and reliability. With the planned A40 eastbound bus lane as part of the Oxford North development (see paragraph 3.59.3 of this Statement), there will be a continuous eastbound bus lane through to just west of the Wolvercote roundabout.

The Wider A40 Improvement Programme

- 3.59 In addition to the Scheme proposals outlined above, there is also a wider improvement programme for the 10.8km stretch of the A40 between Witney and Duke's Cut, of which the Scheme forms a part. This wider programme also includes the following works, as identified on Figure 6:

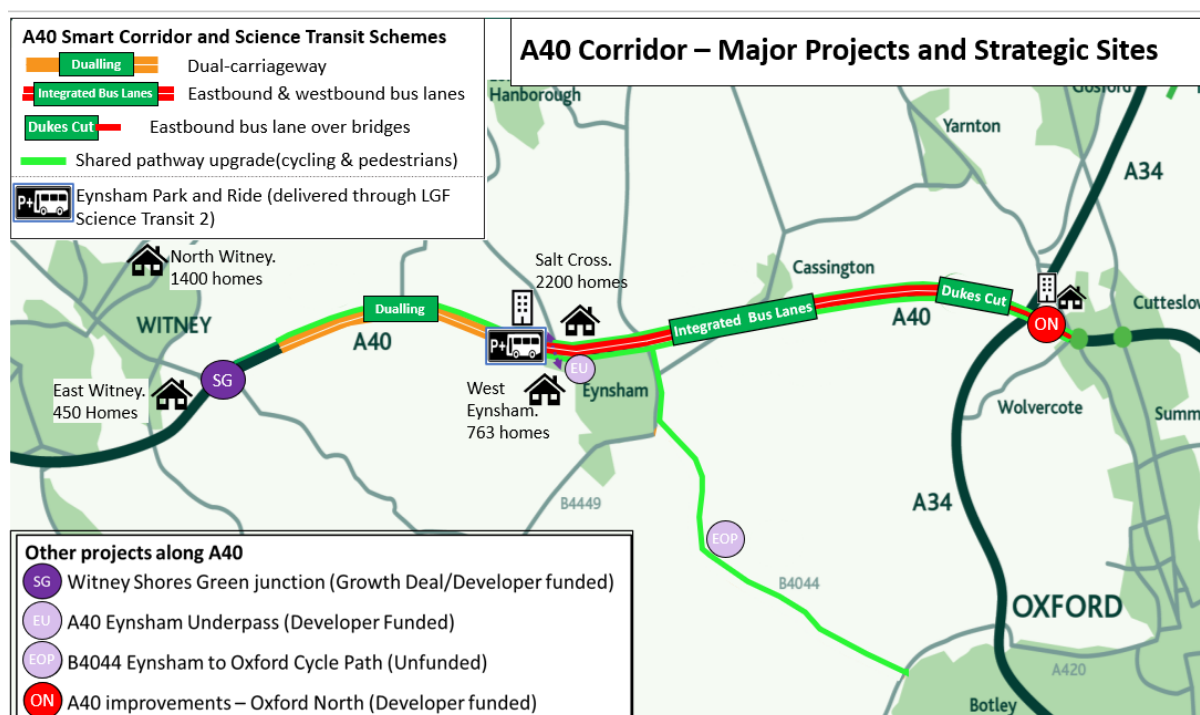


Figure 6: A40 Corridor - Major Projects and Strategic Sites

- **A40 Eynsham Park and Ride** – a new Park & Ride site for 850 cars to the north of the A40, located to the west of the A40/Cuckoo Lane junction at Eynsham. Planning consent was granted for this scheme in March 2021 (reference R3.0057/19).
- **A40 Access to Witney** – the addition of west facing slip roads (eastbound off slip and westbound on slip) at the A40/B4022 Shores Green junction to improve access to Witney. A planning application is due to be submitted in Early 2022 and construction scheduled to start in mid-2023, subject to grant of planning permission and a compulsory purchase order (if necessary) being confirmed.

- **A40 Oxford North** – a new eastbound bus lane and active travel improvements between the Wolvercote roundabout and the A34 flyover. Planning permission was granted in March 2021 under application reference [8/02065/OUTFUL] and the highways works commenced in February 2021.
 - **A40 Western Roundabout** - the proposed Western Roundabout is a four-arm roundabout to the immediate east of the Eynsham motocross site on the A40. The roundabout with a diameter of approximately 70m will provide access to two proposed major developments north and south of the A40. It will be located between the current Barnard Gate staggered intersection to the west and the proposed Park & Ride junction in the east. The new junction will provide direct access to the proposed Salt Cross Garden Village via a northern arm, with its southern arm offering secondary access to another development, the West Eynsham SDA. The roundabout has been designed to align with the Scheme, with its position and radius carefully calibrated to fit in with the agreed alignment of the Scheme.
 - **A40 Eynsham Underpass** - The proposed underpass will be constructed to run underneath the A40 at Eynsham between Cuckoo Lane in the north and Old Witney Road to the south of the A40. The design work is being undertaken to ensure safe and secure access and way finding, to maximise light, optimise access gradients and enhance connectivity to existing and future desire lines for walkers and cyclists. Access to the underpass will be provided by pathway approaches with gentle gradients allowing step free access in addition to staired access with sufficient landing space to meet industry best practise.
- 3.60 It should be noted that the planning application for the Scheme is proposed to be flexible to allow for the Western Roundabout and the Eynsham Underpass to be delivered under the same application, should the funding for both of these wider elements be realised. It is key to note, however, that the Western Roundabout and Eynsham Underpass are not part of the Scheme and, as such, are not included within the SRO or the Order. Instead, the Scheme has been designed in such a way as not to prejudice the future delivery of the Western Roundabout or the Eynsham Underpass.
- 3.61 The transport infrastructure elements described above will combine with planned bus service improvements to deliver faster, more reliable and more frequent bus services along the A40 from Carterton and Witney to Oxford, including services to/from the new A40 Park & Ride Interchange at Eynsham. The bus services will provide improved connectivity from Carterton, Witney and Eynsham to Oxford North, Oxford City Centre and employment areas and healthcare facilities (including John Radcliffe Hospital) in east Oxford, see Figure 7.

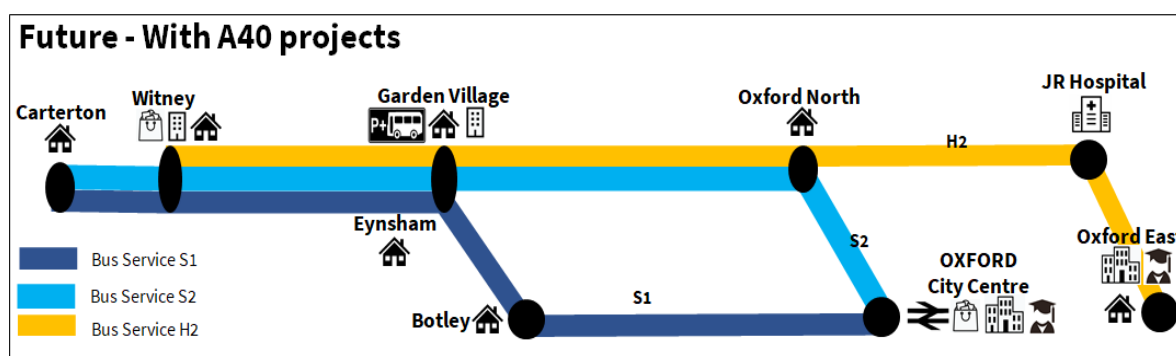


Figure 7: Future Bus Services along A40 from Carterton and Witney to Oxford

Housing Allocations

- 3.62 The West Oxfordshire Local Plan (adopted 2018) sets out how WODC will move forward to 2031 and address issues such as housing, economic growth and climate change. Housing provision in the Local Plan includes 15,950 homes to be delivered by 2031 comprising 13,200 homes to meet West Oxfordshire's own housing needs and 2,750 homes to assist with the unmet housing needs of Oxford City.
- 3.63 The Local Plan highlights the importance of the A40 Corridor Improvements in delivering the Local Plan growth, including Eynsham Park & Ride, east and westbound bus lanes and dualling between Witney and Eynsham, and includes a commitment for WODC to work with OCC to deliver these improvements.
- 3.64 In recognition that transport infrastructure is a fundamental enabler of housing delivery, the Government invited bids for the Housing Infrastructure Fund (HIF) to forward fund infrastructure that is considered essential to unlocking housing sites. OCC submitted a successful HIF Bid for the A40 Smart Corridor Scheme in 2019 comprising a package of the essential A40 Corridor components (the Scheme) identified in the Local Plan. The funding bid's focus was on 4,813 homes allocated in the Local Plan, to be unlocked by the investment at four Strategic Sites along the A40 corridor at Eynsham and Witney. In the business case/ bid for HIF 2 funding, these were referred to as 'dependent' sites given the importance of the Scheme improvements in directly enabling their delivery. These 'dependent sites' included:
- **Oxfordshire Cotswolds Garden Village (OCGV)**, a Strategic Location for Growth of approximately 2,200 houses, 40 hectares of business land and up to two primary schools, located to the north of the A40 at Eynsham.
 - **West Eynsham Strategic Development Area (SDA)** including 1,000 houses and a new primary school, located to the south of the A40.
 - **East Witney SDA** comprising 450 homes.
 - **North Witney SDA** comprising 1,400 homes and a new primary school.

- 3.65 It should be reiterated however, that the Scheme will bring benefits for the wider Local Plan allocated sites and not only those sites identified as ‘dependent’ within the HIF bid/ business case for funding bid purposes. For example, Carterton and other Witney housing and employment sites, with their proximity to the A40, will clearly benefit from the Scheme.

Employment sites benefitting from the Scheme

- 3.66 Employment Development Land and Employment Sites are those which include predominantly office based, industrial or storage and distribution activities (B class uses) or related sui generis uses. Including existing commitments, the following Employment Development Land provision has been identified in the Local Plan to meet employment needs and is located within the broad A40 Corridor area, thus benefitting from the Scheme:
- **Witney Sub-Area** - 18ha to the west of Witney including 10ha to be provided as part of the West Witney (North Curbridge) urban extension and 8ha within the existing employment area around Downs Road through existing commitments and previous Local Plan allocations.
 - **Carterton Sub-Area** – 6ha including land at West Oxon Business Park, land at Ventura Park (4.5ha) and land east of Monahan Way (1.5ha) with further consideration to be given to additional sites for employment use in appropriate locations.
 - **Oxfordshire Cotswolds Garden Village** – around 40 hectares of employment land in the form of a campus-style ‘science park’ to be taken forward through an Area Action Plan (AAP). The employment land at the Garden Village is proposed adjacent to Eynsham Park & Ride and will have direct access onto the A40; this commercial allocation will benefit significantly from the sustainable travel opportunities that the Scheme will bring. The importance of the Scheme is highlighted in the pre-submission draft of the Area Action Plan for the Garden Village.

Local Plan Strategy for allocated sites

- 3.67 Paragraphs 7.8 and 7.9 of The West Oxfordshire Local Plan highlights that developments which generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. It goes on to say that *“this has been a key consideration in the development of the overall [local] plan strategy which seeks to focus a significant proportion of future growth at Witney, Carterton Chipping Norton and the Eynsham area, where there are already good opportunities for walking, cycling and using public transport and the potential to make further improvements.”* These ‘further improvements’ include infrastructure, such as the A40 Corridor components, with the Scheme therefore supporting the Local Plan strategy.

- 3.68 Paragraph 7.23 of The Local Plan also states that *“the importance of the highway network will continue to be recognised with necessary improvements being identified and safeguarded as appropriate. This will include ‘strategic’ and ‘non-strategic’ highway schemes needed to support the level and distribution of growth set out in the plan. These will need to be considered alongside the provision of other essential supporting infrastructure to mitigate the impact of the development. Many of these schemes are already included in Oxfordshire County Council’s Local Transport Plan (LTP).”* The latter includes the Scheme components.
- 3.69 Section 3 of the Infrastructure Delivery Plan (IDP), produced in support of the Main Modifications to the Local Plan, identified the infrastructure needed to support the growth in West Oxfordshire until 2031. Infrastructure refers to a broad range of services and facilities and each scheme has a ‘priority’ categorisation: critical, necessary and preferred. The categories used are:
- **Critical:** Without the infrastructure the development cannot commence;
 - **Necessary:** The infrastructure is needed to support a new development, but the precise timing and phasing are less critical, and the development can commence ahead of its provision; and
 - **Preferred:** The infrastructure is needed to build a sustainable community, but timing and phasing are not critical over the plan period.
- 3.70 The Scheme elements are all identified in Appendix I of the IDP as being critical, and are referenced as follows:
- **A40 Science Transit** (Eynsham P&R and eastbound bus lane) improvements – Phase 1
 - **A40 Longer Term Strategy** - Wolvercote to Eynsham P&R westbound bus lane and dual carriageway between Witney Shores Green interchange and Eynsham P&R improvements – Phase 2
- 3.71 In addition, the Schedule of Future Infrastructure Requirements that is found in Appendix 1 of the IDP, identifies the need to enhance the frequency of the S1/S2/S7 bus service between Witney, Carterton, Eynsham and Oxford; these service improvements will be directly facilitated by the Scheme.
- 3.72 A HIF recovery mechanism will secure financial contributions from the dependent sites towards the Scheme as the sites progress through planning, Without the forward funding that HIF provides it would not be possible to deliver the scale of infrastructure required to enable the sites to come forward. The Scheme is therefore a direct enabler of the housing allocations. There is strong National, Regional and Local Policy support for all elements that comprise the Scheme, as detailed in Section 2 of the Transport Assessment [**Appendix 6**].

- 3.73 Further work is being undertaken to finalise the contribution requirements for each dependent site based on recent independent viability assessments. Monies recovered will be reinvested in further infrastructure within Oxfordshire with monies to be recovered via obligations attached to planning consents for the dependent sites. Additional mitigation will also be secured in the usual way from the dependent sites.
- 3.74 In summary, this section has highlighted how the Scheme will directly support and unlock Local Plan growth, with HIF funding enabling early delivery of infrastructure, the scale of which could not otherwise be viably delivered by the individual allocated sites. It should be noted that as Local Plan allocated sites come forward through the planning process they will themselves deliver additional site-specific measures to mitigate the residual transport impacts, as well as provide financial contributions towards the Scheme costs.

4 NEED FOR THE SCHEME

4.1 The basis and the need for the Scheme is centred on:

- Addressing existing, long stranding high levels of congestion and long journey times faced by all users, together with the wider impacts associated with the congestion.
- Upgrading the A40 corridor to support and enable fulfilment of comprehensive transport policy obligations towards sustainable travel and low carbon future.
- Enabling the delivery of housing and to support employment growth in the West Oxfordshire area, in line with the WOLP and Oxfordshire's Housing Growth Deal.

4.2 The transport issues along the A40, as outlined in Section 3, and the key requirements for intervention will be satisfied through the Scheme via the provision of appropriate transport capacity and greater travel choices. This is reflected through the Scheme Objectives referenced in the Planning Statement [**Appendix 7**] and Transport Assessment [**Appendix 6**] documents which are to:

- Directly enable specific major new housing and employment site allocations in the West Oxfordshire Local Plan and unlock growth in line with Housing Infrastructure Fund (HIF) through the provision of enhanced active travel and bus travel facilities;
- Provide greater travel choice for people walking, cycling and travelling by public transport along the A40 corridor to encourage greater use of sustainable transport options;
- Public transport accessibility and connectivity to employment sites, services and other facilities;
- Facilitate faster and more reliable journeys for people travelling by bus along the A40;
- Ensure that the Proposed Development does not increase journey times for private vehicles (i.e. non-bus users) using the A40;
- Reduce carbon emissions and other harmful pollutants associated with travel; and
- Facilitate safer travel for all A40 users.

Enabling the Delivery of Housing

- 4.3 There are a number of National, Regional/County and Local Policy documents that demonstrate support for delivery of transport infrastructure along the West Oxfordshire A40 Corridor, including all elements that comprise the Scheme. Section 2 of the Transport Assessment [**Appendix 6**] demonstrates that the Scheme is fully aligned with these Policy objectives and section 7 of this Statement provides a summary of this.
- 4.4 The HIF Bid specifically references the 4,813 new homes at four major development sites that are dependent on the HIF2 infrastructure (see Table 3) being in place as the Scheme directly enables the delivery of the developments.
- 4.5 The investment will unlock residential and commercial development in West Oxfordshire by delivering critical infrastructure required to manage the impact of new development sites. Traffic modelling undertaken to support the Scheme included all allocated sites in adopted Local Plans (constrained to NTEM, the National Trip End Model, at the county level) with the assumption that all housing and employment growth in the West Oxfordshire Local Plan would be delivered by 2031. Future year modelling included key site-specific infrastructure required in addition to the Scheme, to mitigate the residual transport impacts associated with individual development sites.

Site Name	No of Units	Local Authority	Current Ownership
North Witney	1,400	West Oxfordshire	Meridian Strategic Land Ltd (promoter) Taylor Wimpey, Gallagher Estates, Vanderbilt Strategic LTD.
East Witney	450	West Oxfordshire	The Mawle Trust represented by Carter Jonas
Oxfordshire Cotswold Garden Village	2,200	West Oxfordshire	Grosvenor Britain & Ireland (promoter?)
West Eynsham	763	West Oxfordshire	Berkeley Strategic Land, Vanderbilt Strategic LTD, Oxfordshire County Council, Jansons Property.

Table 3: Development Sites Dependent on A40 HIF2 Smart Corridor Scheme

- 4.6 The investment will manage the impact of development growth and promote sustainable travel in order to enable residential and commercial development to be delivered. Traffic modelling undertaken to support the Scheme has included all dependent development. The traffic modelling includes the highway capacity for all four of the developments noted in Table 3 (above), though each will require site specific access infrastructure outside of the Scheme to support traffic generation.
- 4.7 In the most recent West Oxfordshire Economic Snapshot, which formed part of the evidence base for the Local Plan, several barriers to development were pinpointed as the keys to directly enabling economic development in the area. The A40 has consistently been identified as a constraint to economic development, with the most recent economic study highlighting it as a key issue, which impacts upon the local economy with congestion on major inter-urban routes. It notes that public transport infrastructure is limited primarily to bus services, which are also impacted by congestion on major routes.
- 4.8 The Local Industrial Strategy (LIS) echoed the previous studies that informed the Local Plan in highlighting that while Oxfordshire in general has a highly skilled workforce, the opportunities for employment are often not located to make best use of them, leading to commuting and skills' leakage out of Oxfordshire. The District in general has a much lower level of productivity than one would expect based on the labour resources available. The LIS identifies both the new settlement in Eynsham and the existing area of Carterton as the areas in West Oxfordshire whose development is crucial to the overall growth of the District and County. The improvement of the A40 offers a significant opportunity to attract businesses further West and extend the strong science and technology hub that currently exists in Oxford, taking advantage of the skilled workforce already in place and offering long term growth to West Oxfordshire.
- 4.9 The Scheme will help mitigate the impact of increased transport demand generated by housing growth and commercial development by increasing the highway capacity of the A40 between Witney and Eynsham, while providing a high-quality, fast and reliable public transport alternative to car travel between Witney, Eynsham and Oxford. The transport improvements will ensure an efficient and safe highway network that can support the additional travel demands through enabling significant shifts in travel demand to park and ride services, bus public transport and active travel.

Public Transport – Accessibility, Connectivity and Reliability

- 4.10 The A40 is an important bus corridor. Bus routes S1, S2 and S7 connect Carterton, Witney and Eynsham with Oxford. Pre-Covid, bus patronage (data provided to the County Council by bus operator Stagecoach) on these services had been growing steadily, with 2019 patronage showing a 45% increase on 2007/8 levels. This has taken place in a context of limited background demographic growth and with timetabled journey times being steadily extended to reflect worsening congestion and delay, as a result of travel conditions on the A40. The mode share of bus for commuting trips into Oxford City Centre is over 30% from areas along the A40 corridor, such as Witney and Eynsham, according to Census 2011 travel to work figures (ONS), see Table 3.

Origin: West Ox 010 - Witney Central		
Destination	Middle Layer Super Output Areas (MSOA) (Local authority District)	Bus, % of all work trips
Oxford Central	Ox 008	44%
Botley	Ox 009	34%
Headington S	Ox 010	17%
Headington N	Ox 006	10%
Origin: West Ox 011 - Eynsham		
Destination	MSOA	Bus, % of all work trips
Oxford Central	Ox 008	50%
Botley	Ox 009	27%
Jericho	Ox 003	28%
Headington N	Ox 006	15%

Table 3: Bus Commuter Travel Origins and Destinations along the A40

- 4.11 Further connectivity and growth in the bus passenger market is constrained by the long and highly unreliable journey times, with services delayed in the same congestion as all other vehicles. The current service operator (Stagecoach) has indicated that it is unwilling to increase services along the A40 to Oxford City Centre or to increase services to the John Radcliffe Hospital and employment areas in Eastern Oxford (such as the Brookes Headington Campus, the Oxford Business Park and the Oxford Science Park), during the peak periods because it is impractical to timetable bus services. Currently the benefits of increasing the level of service would be negated by existing levels of congestion and hence unreliability.

Addressing Transport Capacity Issues – All Modes

- 4.12 The A40 road corridor west of Oxford is a heavily constrained route. Oxfordshire's Local Transport Plan **[Appendix 13]**, Connecting Oxfordshire (Volume 7A A40 Route Strategy Para 3) states: "The route carries daily traffic flow of between 23,000 and 30000 vehicles per day - well above the road's link capacity exacerbated by junction capacity issues at Eynsham, Cassington and Wolvercote. This results in congestion on the route for much of the day, including at weekends. During school term times the average journey speed on the A40 between Cassington and Wolvercote in the morning peak is 17 mph, while on the worst days it can be as low as 10 mph." It should be noted that the figure of 30,000 was correct at the time of the Plan's adoption, in 2015, but that this figure is now 32,000 (as referenced further at paragraph 3.25 of this Statement).
- 4.13 The heavy traffic congestion on the A40 represents a critical constraint to inward investment as well as a great inconvenience for all users. The WOLP **[Appendix 14]** notes (at paragraph 2.30) that severe congestion on the A40 to Oxford is a daily occurrence and gives rise to wider impacts, as drivers choose to take alternative routes in order to avoid the A40, leading to congestion elsewhere. One of the key weaknesses identified in the WOLP is the severe congestion on the A40, east of Witney (WOLP, page 15) and a key consideration is the need to address traffic congestion on the A40 between Witney and Oxford (WOLP, page 17).
- 4.14 In order to achieve sustainable development, the WOLP recognises that it will be necessary to tackle traffic congestion in key locations, including the A40 (paragraph 4.7) and it states at paragraph 9.2.12 that: "Relieving congestion through investment in transport infrastructure is not only important in terms of public amenity and air quality, it is also essential to directly enabling future housing provision and sustainable economic growth."
- 4.15 Slow journey times & unreliability (as evidenced in Figures 3,4 & 5) has affected the A40 East of Witney for many years. The high traffic levels and congestion has also significantly lengthened the period of very heavy flows and led to the redistribution of traffic to less suitable alternative routes.
- 4.16 Without dedicated bus lanes and associated bus priority measures on the A40 corridor, bus services along the A40 suffer from slow journeys as well as poor reliability (See also 4.13 & 4.14 of this Statement) and this limits the potential to shift demand to more sustainable alternatives.

Fulfilling the Council's obligations towards a low carbon future

- 4.17 Recent, rapid shifts in national policy now place sustainable transport and the provision of inclusive, cost-efficient access within a low carbon future as pivotal and fundamental to national, regional and local objectives.

4.18 Key relevant national policy documents include:

- A Green Future: Our 25 Year Plan to Improve the Environment (HM Government, 2018)_Clean Air Strategy (DEFRA, 2019)_
- Future of Mobility: Urban Strategy – Moving Britain Ahead (2019)
- Gear Change: A Bold Vision for Cycling and Walking (2020)
- Bus Back Better – National Bus Strategy for England, Department for Transport (2020)
- National Planning Policy Framework (MHCLG, 2021)
- Decarbonising Transport: A Better, Greener Britain (DfT, 2021)

4.19 Transport specific changes to policy are aimed at achieving solutions which:

- Facilitate walking, cycling and other forms of active travel as the best options for short journeys
- Enable an increasing shift to travel by public transport
- Ensure that limited road space is managed efficiently to support public transport and active travel through initiatives including bus priority and park-and-ride infrastructure along with comprehensive travel demand management programmes, and
- Provide safe, low emission overall outcomes.

4.20 These policy aims are fully aligned with, and are an endorsement of, the Scheme's focus to promote sustainable travel as the means to accommodate future access needs.

Economic, Environmental and Social Benefits of the Scheme

4.21 The Scheme would provide economic, environmental and social benefits as detailed below:

Economic

4.22 The Scheme will directly enable delivery of four allocated sites in the adopted West Oxfordshire Local Plan (2018-31):

- Salt Cross Garden Village – identified as a 'Strategic Location for Growth' comprising 2,200 homes and 40 hectares of employment land.

- West Eynsham Strategic Development Area (SDA) providing 1,000 new homes of which 763 are dependent on the Scheme.
 - East Witney SDA delivering 450 homes.
 - North Witney SDA delivering 1,400 homes.
- 4.23 Policy EW1 of the Local Plan (Oxfordshire Cotswolds Garden Village Strategic Location for Growth) highlights the need for *‘essential supporting transport infrastructure the detail of which will be identified through the AAP (Area Action Plan) process, including mitigating the impact of traffic associated with the development’*, and goes on to say, *‘the provision of appropriate financial contributions towards LTP4 transport schemes such as the A40 Strategy; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas.’*
- 4.24 The AAP for the Garden Village has been the subject of an Examination in Public which is currently on pause whilst additional information is submitted to the Inspector. The pre-submission draft of the AAP includes the A40 improvements as key policy requirements, setting out that *‘Section 106 planning obligations will be required to secure financial contributions towards the A40 Corridor infrastructure schemes and the required repayment of the HIF funding secured to facilitate the delivery of these schemes ahead of the receipt of S106 funding. S106 contributions for these schemes will be required from developers at Salt Cross and other sites proposed along the A40 corridor.’*
- 4.25 Policy 17 (Road Connectivity and Access) of the AAP states that: *‘First occupation of Salt Cross (unless car-free) will not be permitted until completion of the A40 bus lanes, and completion of the junction improvements at Pear Tree roundabout. Car-free development close to the A40/ Park & Ride would however be considered in advance.’* This is being tested through the Examination process.
- 4.26 The Inspector’s Report to the Local Plan also highlighted the challenge of the A40 in delivering Salt Cross: *‘It is clear that there are a considerable number of potential constraints to development of the site. The most significant of these include transport (in particular congestion on the A40)...’* These four sites will deliver 4,813 new homes, addressing identified housing need, including affordable homes for West Oxfordshire. The Garden Village is also allocated as a site to contribute towards West Oxfordshire’s requirement to deliver 2,750 homes by 2031 to meet Oxford City’s Unmet Housing Need as identified in Oxfordshire’s Strategic Housing Market Assessment (March 2014).
- 4.27 Further the Scheme also supports delivery of employment land coming forward. The Scheme, in enabling major employment development, including indicatively 80,000 sqm at Salt Cross, is forecast to create anywhere between 1,775 and 3,200 jobs, based on typical job density assumptions and dependent on land use classes.

- 4.28 The current traffic modelling underpinning the scheme assumes 4 hectares of B1 (office) employment build-out by 2031, which is principally located within the boundary of the Salt Cross Garden Village.
- 4.29 The Scheme addresses transport challenges, in particular improving public transport connectivity along the A40 corridor from Witney and Eynsham into employment areas in central and eastern Oxford and, more strategically, along the Oxford-Cambridge Arc, and into Reading, London and onwards.
- 4.30 Initial feasibility and business case work was undertaken to scope and cost the Scheme in order to prepare the funding submission and demonstrate value for money to Homes England prior to entering into the funding agreement. The economic appraisal results forming part of the business case for the Scheme provided a Net Present Value of £362m and Benefit to Cost ratio (BCR) of 2.5:1 for housing and transport combined. Therefore, for every £1 invested there is a £2.50 return to the wider economy, in the form of A40 user travel time savings, improved road safety, health benefits as well as land value uplift from housing developments.
- 4.31 In line with Department for Transport's Value for Money Framework, the Scheme represents "high" value for money for the taxpayer ("high" in the Value for Money Framework equates to a BCR of between 2 and 4). This initial economic assessment reinforces the case for the Scheme.

Environmental

- 4.32 The Scheme includes mitigation for environmental impacts, specifically air quality and noise along the A40 corridor (LTP4 2015-2031), which would otherwise arise as a result of future development along the A40 corridor.

Air Quality

- 4.33 Air quality modelling completed as part of the Environmental Statement submitted as part of the planning application for the Scheme predicts no significant adverse effects in terms of air quality, with a significant improvement in air quality around Barnard Gate.
- 4.34 As can be seen from Figure 8 which sets out the variances in air quality at various points along the scheme length, all predicted air quality levels with the 2024 Do Something (Scheme opening year and indicated under column 5 - 2024 DS) are below those observed in the Base (column 3) observed concentrations. Therefore, an improvement in air quality is forecast with the Scheme in place when compared to the 2018 observed figures. These figures also consider the impact of any increase traffic from adjacent developments to the forecast years, hence how the scheme assists in mitigating these impacts.
- 4.35 Any air quality effects of the Scheme have been mitigated by appropriate design and reducing the speed limits along this affected section of the A40. Further detail is included in Environmental Statement [**Appendix 8**] Volume I Chapter 5: Air Quality.

Area	Receptor ID	2018 Base NO ₂ (µg/m ³)	LTT _{ES} 2024 DM NO ₂ (µg/m ³)	LTT _{ES} 2024 DS NO ₂ (µg/m ³)	LTT _{ES} 2024 NO ₂ Change (µg/m ³)
Witney	W10	53.1	41.5	42.7	+1.1
A40 (Burford)	R26	28.4	24.8	25.6	+0.8
A40 (Barnard Gate)	R6	35.0	29.6	16.9	-12.7
A40 (Eynsham)	R7	17.6	14.9	15.1	+0.2
A40 (Cassington)	R8	20.2	17.1	18.7	+1.6
Woodcote Roundabout	R18	24.8	22.1	22.3	+0.1
Bladon	R22	16.1	14.1	14.3	+0.1
A44 (Woodstock)	R27	17.9	16.1	16.1	-0.1

Note: Numbers in bold exceed the annual mean AQS objective of 40µg/m³

Figure 8: Air Quality modelling results

Noise

- 4.36 Noise modelling completed as part of the Environmental Statement submitted as part of the planning application for the Scheme predicts a general improvement in noise impacts from traffic throughout most of Eynsham and north Cassington. A number of localised areas were predicted to have slight worsening of noise impacts to adjacent properties however these impacts have been mitigated as part of the proposals to negligible difference.
- 4.37 The noise modelling process, mitigation proposed and results is discussed further in Environmental Statement [**Appendix 8**] Volume I Chapter 12: Noise and Vibration.
- 4.38 The long-term changes in predicted Do-Something scenario (the scenario that assumes that the Scheme is in place) traffic noise levels is summarised in Figure 9. As can be seen, the Scheme is forecast to provide a reduction in noise levels to a significantly greater number of residential buildings and other sensitive receptors than those properties affected by an increase. This is noting, however, that in either increase or decrease in noise level scenarios, these are classified as negligible effects.
- 4.39 All minor increases in noise levels forecast will be mitigated by the use of acoustic barriers or low noise surfacing. With the Scheme implemented there are no predicted moderate or major noise impacts during either the day or night time modelled scenarios.

Change in traffic noise level		Magnitude of impact	Daytime		Night-time	
			Number of residential buildings	Number of other sensitive receptors	Number of residential buildings	Number of other sensitive receptors
Increase in noise level	0.1-2.9	Negligible	466	2	458	1
Daytime $L_{A10,18h}$ dB	3.0-4.9	Minor	8	0	6	0
	5.0-9.9	Moderate	0	0	0	0
Night-time $L_{night,outside}$ dB	≥10	Major	0	0	0	0
No change	0	No change	1	0	2	0
Decrease in noise level	0.1-2.9	Negligible	1812	12	1826	0
Daytime $L_{A10,18h}$ dB	3.0-4.9	Minor	7	0	2	0
	5.0-9.9	Moderate	0	0	0	0
Night-time $L_{night,outside}$ dB	≥10	Major	0	0	0	0

Figure 9: Noise Quality modelling results

Water Quality

- 4.40 Surface water currently discharges unattenuated from the A40 into the Oxford Meadows SAC. Even though the Scheme will result in an increase in impermeable

hard-standing, the drainage design includes swales on both the northern and southern sides of the A40, which are predicted to maintain existing discharge rates into the SAC, together with a slight improvement in water quality discharging into the SAC.

Biodiversity Net Gain

- 4.41 A key workstream during the design stage of the Scheme has been ensuring that 10% biodiversity net gain is achieved. Given the constrained nature of the existing A40 corridor, with trees and hedgerows in close proximity on both the northern and southern sides, vegetation removal is inevitable. However, the outline landscaping design has sought to maximise the new landscaping within the Scheme boundary. In order to achieve 10% biodiversity net gain, the project team have also progressed discussions with nearby landowners about accommodating additional biodiversity enhancements on their land. These additional enhancements would be on third-party land negotiated with landowners and therefore not subject to compulsory purchase. A Biodiversity Net Gain Assessment has been submitted during determination of the planning application, which will demonstrate the Scheme's ability to achieve 10% net gain.

Climate Change

- 4.42 As part of the EqIA, a Climate Change Impact Assessment (CCIA) was undertaken in accordance with the spreadsheet tool currently approved by the Acquiring Authority (v1.36, as appended in the EqCIA report in **Appendix 9**). This summarised that the Scheme had an overall score of +24. This positive score was built predominately on high scores in sections of Transport & Connectivity (since the Scheme will support active travel and increase use of public transport), Nature (since the Scheme will achieve 10% biodiversity net gain, provides sustainable drainage systems and improves access to wildlife sites) and co-benefits (promoting health, well-being, inclusion, participation and job creation; and reducing poverty and inequality).
- 4.43 As part of the Environmental Statement, a separate climate change assessment was undertaken, which assessed the lifecycle greenhouse gas emissions during construction and operation of the Scheme, as well as the Scheme's vulnerability to climate change. This concluded that the Scheme would not have any significant adverse effects on climate

Social

- 4.44 The Scheme is critical in directly enabling the delivery of 4,813 new homes, addressing unmet housing need, including affordable homes for West Oxfordshire, as identified in Oxfordshire's Strategic Housing Market Assessment (April 2014), paragraph 6.46.

- 4.45 Alongside the new homes the Scheme also enables the delivery of new and enhanced social infrastructure, principally located within the boundaries of the Salt Cross Garden Village but which will service the existing established villages along the A40.
- 4.46 The Scheme will enable individual and collective health and wellbeing benefits by promoting a modal shift away from low occupancy private vehicles towards increases in public transport use, cycling and walking along the A40 corridor for local travel. The Scheme's Transport Assessment [**Appendix 6**] provides further details.
- 4.47 Improvements in air quality compared to the current baseline and considering the planned growth in the area together with reduced noise impacts with the Scheme in place, as compared to without, constitute important improvements in public health.
- 4.48 Delivering enhanced and safer highway and active travel infrastructure will result in a reduction in the rate of accidents and severance for all road users and particularly for those walking and cycling. Reference to specific safety improvements provided as a result of the Scheme are included below:
- Barnard Gate roundabout replaces two major/ minor junctions (Barnard Gate and South Leigh roads) and a number of current direct accesses onto A40 (Hill farm, Whitehouse Farm, Salutation Farm, Fire Tree Farm, Ambury Close farm & Home Farm). The integration of these accesses into a single roundabout junction on the A40 is expected to bring improvements in road safety through a reduction in the number of collisions observed along this section of the A40 (see paragraph 3.18);
 - Speed limits are being reduced within the Scheme from 60mph to 50mph in non-built up areas, and from 60mph to 40mph through the Eynsham section. The national speed limit will be retained west of Barnard Gate roundabout. The speed limit reductions are expected to reduce the likelihood and severity of collisions and create a safer environment for pedestrians and cyclists;
 - With the extent of planned new development adjacent to the A40, the volume of movements by active travel means is projected to increase. Without intervention this would, in turn, increase the likelihood of collisions to pedestrians and cyclists. A major component of the Scheme is the provision of new and improved crossing points and much improved segregated provision for active travel, which will enable a safer environment and interactions for pedestrians, cyclists and motorised vehicles. This is, therefore, likely to result in a reduction in the rate and severity of collisions involving pedestrians and cyclists going forward; and

- As part of the Scheme, two new lay-bys are proposed within the dualling section to replace existing lay-bys at Eynsham. The location of the new lay-bys ensures that spacing between lay-bys remains acceptable, recognising the continued importance of the A40 as an important route for the safe movement of freight.

Highway and Transport Network Benefits

- 4.49 The A40 HIF2 Smart Corridor infrastructure proposals will provide a number of Highway and Transport benefits as described below.
- 4.50 Providing increased general highway capacity of the A40 between Witney and the proposed Eynsham Park & Ride Site facilitates an increase in traffic flows, which is predicted due to more trips to/from the Park & Ride, without any network capacity issues. This has been evidenced through the traffic modelling undertaken and detailed in the Transport Assessment [**Appendix 6**].
- 4.51 Delivering bus lanes in both directions, as well as junction improvements and enhanced management and control of traffic movements along the A40 at Eynsham and east to the Wolvercote Roundabout, will reduce congestion and improve public transport journey time reliability. Again, this has been evidenced through the traffic modelling undertaken and detailed in the Transport Assessment. An indication of expected bus journey time savings is indicated in the paragraph below.
- 4.52 Providing bus lanes between the proposed A40 Eynsham Park & Ride and Wolvercote Roundabout will improve bus journey times and service reliability with additional bus stops along the route providing better access to buses from the new developments and from the rest of Eynsham. In the 2031 AM peak hour, the eastbound bus journey time between Shores Green and Wolvercote roundabout is predicted to reduce by 65%. Reduced bus travel times will bring down bus operating costs and improve resilience, and thereby enable delivery of more frequent bus services along the A40, with enhanced connectivity. This will increase bus use along the A40 corridor.
- 4.53 Improving active travel infrastructure both along and across the A40 will promote a modal shift away from car use towards more walking and cycling. Providing the appropriate number of high quality, at-grade controlled and uncontrolled crossings across the A40 will help facilitate the forecast increase in walking and cycling demand due to improved the proposed dependent developments.
- 4.54 Delivering the proposed infrastructure will enhance the operation of the existing network whilst providing those wider opportunities for users of the A40 corridors to travel by alternative modes. This will strategically manage travel along the A40 corridor moving forward.

5 ALTERNATIVES TO THE SCHEME

5.1 Identification of the preferred scheme option has been progressed in line with DfT's WebTag guidance as per the process shown in Figure 10 below.

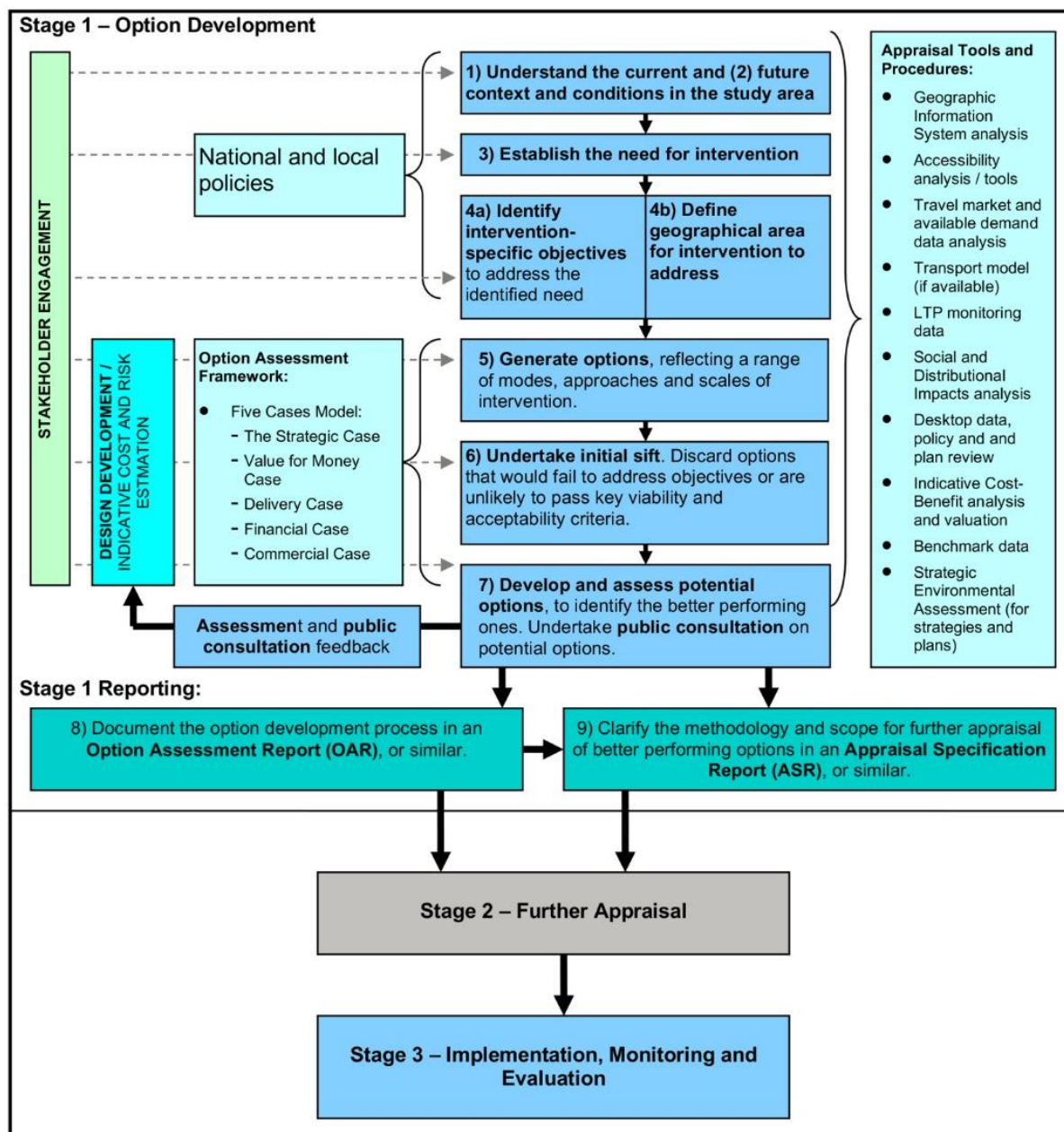


Figure 10: DfT's WebTag guidance

- 5.2 In July 2015, Oxfordshire County Council's Cabinet agreed to a major infrastructure project (A40 Science Transit Phase 2) for public transport improvements along the A40 from Eynsham to Wolvercote, as well as providing a Park & Ride site in the Eynsham area. This was largely to be funded through the Department for Transport's Local Growth Fund, in order to provide congestion relief through offering priority to bus travel and improved travel choice. This project set the stage for a much larger undertaking to tackle congestion in the long term and the County Council committed to finding a long-term strategy to tackle current and future congestion and transport challenges on the A40.
- 5.3 In order to focus priorities, objectives for identifying a long-term strategy were set out as follows:
- Improve travel times and journey reliability along the A40 corridor, particularly between Witney and Oxford
 - Stimulate economic growth, in line with the Oxfordshire Strategic Economic Plan
 - Improve safety and reduce environmental impacts such as air pollution and noise along the A40 corridor.
- 5.4 A number of potential strategy options were identified and divided into those that could be implemented within 5 years and those that would require a longer timeframe.
- 5.5 An initial public consultation into the long-term strategy ran from the 26 September - 8 November 2015, with a high response rate of nearly 800 participants. The conceptual options presented were:
- A40 bus lanes in both directions between Witney and Duke's Cut Canal bridge
 - Guided busway between Ducklington Roundabout and Duke's Cut Canal Bridge in both directions, along the alignment of the old railway line
 - A40 Dual Carriageway from Witney to Duke's Cut Canal bridge
 - Train from Witney to Oxford by joining the Cotswold railway line at Yarnton, either by re-instating the old line or building a new route entirely to the north of the A40
 - Tram from Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.

- 5.6 A detailed report was prepared on the results of the consultation. In summary, the greatest level of support was for the dual carriageway option, which also received the lowest number of objections.
- 5.7 However, it was considered that a dual carriageway only approach offered no improvement for public transport and there were significant concerns that this approach would lead to additional low occupancy private vehicle traffic generation. Furthermore, to have any significant system impact on traffic flow, dualling to the east of Eynsham would require a full Oxford northern bypass, at very significant additional financial and environmental costs.
- 5.8 Equally, there was concern that a wholly bus priority approach may not offer the all-mode transport access and connectivity the corridor requires to realise its potential for delivery of housing and economic growth.
- 5.9 At the same time that the A40 strategy was being investigated, the County Council was developing a strategy for the development of the Park & Ride network serving Oxford City Centre. This suggested that a ring of Park & Ride sites on the main roads remote from the city could provide an effective alternative to traffic commuting directly into Oxford, which would reduce congestion on these routes and in the vicinity of Oxford Ring Road. A subsequent study suggested that the most appropriate location for a remote Park & Ride in the A40 corridor would be in the vicinity of Eynsham, to the west of the B4449 roundabout. Whilst the bus lane option did not score very highly in the public consultation, it fitted with this Park & Ride strategy as well as proving the most readily affordable and deliverable option for the A40.
- 5.10 The consultation provided significant insight into people's views about the A40; however, there were further considerations to be taken into account in making a recommendation for an approach to a long-term strategy for the A40. These included: timeframe for delivery; available funding (or likely future available funding); engagement with key delivery partners; effectiveness; and environmental and other physical constraints. County Council officers considered these factors in light of the consultation results and arrived at the recommendations noted in paragraph 5.12 below. A qualitative appraisal was made of the options against these considerations and included in the Option Assessment Reports (OAR) [**Appendix 11**]. The options were also assessed in terms of their contribution to meeting the project objectives set out at paragraph 5.3.
- 5.11 As a result of the consultation and the option appraisal, the following recommendations were made to Oxfordshire County Council's Cabinet in May 2016:
- Two Options should be discounted: Tram and Guided Bus
 - One Option should not be progressed at that point in time: Train- Heavy Rail
 - Two Options should be assessed further and in combination

- Bus Lanes
 - Dual-Carriageway
- 5.12 It was the recommendation of officers that the long-term strategy for the A40 should take a combined approach, including both increased road capacity as well as improvements to the public transport offer.
- 5.13 Oxfordshire County Council at the Cabinet meeting in May 2016 (Investing in the A40 – A Long Term Strategy, decision reference 2015/114) approved the Scheme to be taken forward comprising:
- a dual-carriageway from Witney to a Park & Ride at Eynsham;
 - bus lanes in both directions along the A40 from a Park & Ride at Eynsham to the Duke's Cut canal bridge approaching Wolvercote roundabout; and
 - provision of high-quality cycleways along the length of the route.
- 5.14 Application for forward funding via the Housing Infrastructure Fund to the Ministry of Housing, Communities and Local Government, was approved in November 2019.
- 5.15 Through subsequent feasibility design and optioneering assessment the HIF2 scheme objectives became fully defined as described in paragraph 3.37, and set out Acquiring Authority's Initial Business Case for HIF2, 24 November 2020 [**Appendix 5**].
- 5.16 Given that the decision regarding the preferred Scheme to be progressed was taken in 2016, the Acquiring Authority notes the importance of ensuring that the proposals remain the optimal scheme to deliver the Scheme objectives. In this regard, the Acquiring Authority commissioned as part of the feasibility design work and in line with the WebTAG process outlined in Figure 10 a review of the previous optioneering work. This resulted in the production of a series of complimentary Options Assessment Reports (OAR), one for each of the three elements of the Scheme [**Appendix 11**]. These reports were completed in July 2021, informed by the results of the May 2021 public engagement and were included as part of the evidence base to Cabinet in July 2021, at which the preferred Scheme was approved (A40 HIF2 Smart Corridor - Preferred Options and Funding, decision reference 2021/082)

5.17 In brief the summary of each is as follows;

A40 Dualling

5.17..1 Paragraph of the A40 Dualling OAR 2.4.16 states *‘The investment in the A40 Dualling scheme will provide increased capacity along the A40 which will help reduce queues and congestion as well as improve journey times and journey time reliability along the route. This will help support housing and economic growth along the A40 corridor. It is a key piece of infrastructure in Oxfordshire and as such will help achieve many of the strategic goals as outlined in the OCC LTP4 and the WODC Local Plan. Enhancement of the active travel infrastructure alongside the A40 as part of the Dualling scheme will support use of active travel. Local Plan allocations show there to be a significant amount of proposed development along the A40 Corridor, which need to be considered in conjunction with suitable transport schemes and mitigation. For example, the emerging planning documents related to the Salt Cross Garden Village highlight the importance of sufficient transport capacity along the A40 Corridor and highlight the importance of the A40 Dualling specifically.’*

A40 Integrated Bus Lanes

5.17..2 Paragraph 2.4.15 of the Integrated Bus Lanes OAR states *‘The investment in the Integrated Bus Lanes scheme will deliver bus lanes and active travel infrastructure that would help to promote sustainable travel, improve accessibility, support/create jobs and likely improve air quality and growth. It will provide a sustainable alternative to car travel which could have other co-benefits such as reduction in carbon emission and improved health. Some existing policies identify schemes which can enable mode shift towards sustainable travel from car travel, such as Workplace Parking Levy, and these will be supported by the Integrated Bus Lanes scheme. Local Plan allocations show there to be a significant amount of proposed development along the A40 Corridor, which need to be considered in conjunction with suitable transport schemes and mitigation. For example, the emerging planning documents related to the Salt Cross Garden Village highlight the importance of sustainable transport along the A40 Corridor and create a need for the Integrated Bus Lanes scheme to be taken forward. The Integrated Bus Lanes scheme will support sustainable transport provision for the Salt Cross Garden Village from the outset to avoid a reliance on private cars.’*

A40 Dukes Cut

5.17..3 Paragraph 2.4.15 of the Dukes Cut OAR states *‘The investment in the Duke’s Cut scheme will prioritise bus travel and help support the Integrated Bus Lane scheme along the A40. This will improve bus journey times, journey time reliability, increased capacity and support sustainable transport. This will help support housing and economic growth along the A40 corridor..... The provision of a cycle path connection to NCN Route 5 will also encourage active travel between Eynsham and Oxford, which will have health benefits. Local Plan allocations show there to be a significant amount of proposed development along the A40 Corridor, which need to be considered in conjunction with suitable transport schemes and mitigation. For example, the emerging planning documents related to the Salt Cross Garden Village highlight the importance of sufficient transport capacity along the A40 Corridor and highlight the importance of the Duke’s Cut scheme specifically.’*

Conclusion

- 5.18 The 2021 options assessment process concluded that *‘Overall, across the local, regional and national policies considered there is expected to be strong support for the A40 Scheme as it will help achieve many of these policies.’*
- 5.19 Therefore, in summary, the Scheme remains the most appropriate choice to be delivered to meet the County’s sustainable transport objectives and obligations.

6 CONSULTATION AND PUBLIC ENGAGEMENT

6.1 The five main phases of engagement/consultation that have taken place prior to the submission of the planning application for the Scheme are as follows:

- EIA Scoping Engagement (March 2021 – October 2021)
- Landowner Engagement (February 2021 – present)
- Stakeholder Briefings/Meetings (February 2021 – present)
- County Planning Authority Pre-application Engagement (April 2021 – October 2021)
- Online Public Engagement (10 May – 7 June 2021)

6.2 Between February and late April 2021, a series of briefings were held with the following stakeholder groups in advance of the formal engagement exercise:

- District Councils of West Oxfordshire, Cherwell and Oxford City
- Parish Councils of Eynsham, Cassington and South Leigh
- Landowner engagement has been ongoing since early 2020 seeking acquisitions by negotiation. Many of these are well progressed. Furthermore, intensive engagement with affected landowners has been undertaken during the months March – June 2021 as the scheme preferred options became known
- A combined forum of cycling groups
- Proactive engagement with statutory bodies such as the Environment Agency and Natural England to ensure that any scheme impacts are carefully and comprehensively mitigated
- Engagement with developers of adjacent sites

6.3 The feedback gathered at these initial engagement processes was used to inform the Scheme design and materials, which were subsequently presented at the formal engagement event.

- 6.4 The A40 programme and A40 HIF2 Smart Corridor web pages (hyperlink attached below) were updated and re-launched in advance of the public engagement event undertaken in May 2021 in order to make these more accessible, user friendly and in preparation for further and more detailed updates to be provided to the public during the subsequent stages of delivery.

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements>

- 6.5 To inform the preferred scheme options and as part of the development of the planning application for the Scheme, a formal public engagement event took place over four weeks commencing on the 10 May 2021. This included an intensive programme of virtual public exhibitions and stakeholder meetings within these timeframes.
- 6.6 This stage allowed the public to give feedback on the technical preferred options for each of the three elements of the Scheme via a dedicated email address, survey web-form, printed response form or a dedicated phone number. The Acquiring Authority advertised the consultation via the local media, social media, on site and a direct mailing campaign, linked in with both West Oxfordshire District and Eynsham and Cassington Parish Councils.
- 6.7 Information about the Scheme could be obtained online, at the consultation events, in the dedicated consultation booklet/response form or via a discussion with a Council officer via the dedicated project email/phone number. This included general information about each of the options, plus the relevant scheme plans.
- 6.8 A Statement of Community Involvement (SCI) [**Appendix 12**] was produced following the formal engagement event and was submitted as part of the planning application.
- 6.9 The key response facts and figures were as follows:
- 6.9.1 At least 6,321 sessions on the pages associated with the A40 Programme. Just under 5,000 of those were unique users. This generated at least 420 clicks through to the virtual engagement room. Social media adverts delivered over 10,000 clicks through to the A40 Programme web pages
 - 6.9.2 The total number of responses received from the engagement event was 109, including 102 feedback forms.
 - 6.9.3 Detailed email responses were also received which are reflected in the Statement of Community Involvement. The themes of the responses received by email were consistent with those gathered through the formal feedback system.

6.10 In terms of a high-level summary of the formal responses to each element:

- Element 1 – A40 Dualling extension – 47% support, 4% neutral, 6% minor concerns, 44% significant concerns
- Element 2 – A40 Integrated Bus Lanes - 41% support, 11% neutral, 9% minor concerns, 40% significant concerns
- Element 3 – A40 Dukes Cut – 41% support, 18% neutral, 5% minor concerns, 38% significant concerns

6.11 Active travel provision along full length of scheme was considered specifically – 47% support, 25% neutral, 6% minor concerns, 23% significant concerns

6.12 Key areas of feedback received include:

- Absence from the proposals of the A40/A44 Loop Farm Link Road as mitigation to potential bottleneck issues at Wolvercote roundabout.
- Witney – Oxford rail line proposal as alternative
- Detailed design, rather than the principle of the improved active travel measures
- Dual full length to relieve congestion for all road users
- Extend the bus lanes out towards Witney rather than having a dual carriageway extension
- Improvements to bus service frequency, accessibility and affordability
- Lots of through traffic and not commuters to and from Oxford
- Concerns around linked housing growth and location and use of Park & Ride site.

6.13 Support for the Scheme was received from West Oxfordshire District Council and Stagecoach as key partners.

6.14 As a result of the feedback received through the engagement, a number of changes were made to the Scheme proposals now presented as the preferred options. These design changes are heavily active travel and public transport orientated, to improve the Scheme design and user benefits, see Table 4.

Issue Raised	Source of / Request for Change	Design Change
Post-Feasibility		
Encroachment on operational farm area	Engagement with Local landowner	Local access alignment realigned to avoid earthworks encroaching on Whitehouse Farm
Encroachment on operational farm area	Engagement with Local landowner	A40 dual alignment realigned and moved slightly south to avoid earthworks encroachment into Whitehouse Farm
Access to operational areas	Engagement with Local landowner	Modified local access road and junction following Landowner consultation on 13 May 2021
Scope of active travel provision at proposed Barnard Gate junction	Engagement with Active Travel stakeholders, Eynsham Parish Council and South Leigh Parish Council	Two Toucan crossings of the A40 at Barnard Gate junction, western roundabout and new south leigh cycleway/footway added to the dualling design following OCC's instruction
Impact on farm operations	Engagement with Local landowner May 2021	Modified Ambury Close Farm access and inclusion of bund
Impact on farm operations	Engagement with Local landowner May 2021	Modified Home Farm access following landowner consultation on 13 May 2021
Highway safety	Engagement with Active Travel stakeholders,	A40 dual alignment (east of Barnard Gate junction) cross section narrowed due to change in speed limit instructed
Futureproofing to avoid abortive work and additional highway network disruption	WODC & Land Developer discussions	Western roundabout incorporated into the dualling design following OCC'S instruction [Note that the Western Roundabout does not form part of the Scheme to which this Statement is the subject]
Highway safety – pedestrians and cyclists	Engagement with Active Travel stakeholders,	Northern entry to Barnard Gate – road alignment amended to create slower vehicle approach to uncontrolled crossing
Retention of access to existing land	Scheme detailing through preliminary design	Existing South Leigh Road maintained to provide access to existing agricultural lands and proposed attenuation basins
Retention of access to existing land	Scheme detailing through preliminary design	New field access and proposed maintenance access
Scope of active travel provision at proposed Barnard Gate junction	Following engagement with Active Travel Stakeholders and OCC's HIF1 Team	Uncontrolled crossings on Barnard Gate and western roundabout northern arms changed to signal controlled crossings following OCC'S instruction
Highway safety and operation	Engagement with OCC's Traffic Signals Team	Signal controlled crossings on Barnard Gate and western roundabout northern and eastern arms moved 20m and 35m respectively from roundabout
Improvements to active travel provisions included	Following engagement with Active Travel stakeholders	Shared use link provided between the realigned Barnard Gate road and access link to Hill Farm

in scheme		
Futureproofing for additional public transport facilities	Scheme through design	detailing preliminary Safeguarding possible bus lay-by sites instructed by OCC
Improvements to active travel provisions included in scheme	Scheme through design	detailing preliminary Shared use path extended along the south east quadrant of the western round and into the development land south of the roundabout
Post Engagement		
Design to incorporate	Following consultation with CPA PROW team	PROW link to Barnard Gate road. Unsurfaced connection to be included
To be taken forward in detailed design	Requested by Active Travel Stakeholders, Eynsham Parish Council, and Stagecoach.	Cycle storage at Bus Stops
To be taken forward in detailed design	Stakeholder feedback from Eynsham Society	Consideration to be given to shared path surfacing throughout.. Concern that asphalt is very slippery/dangerous under tree canopy - leaves, drops, black ice (stays in shade).
Confirmed subsequent stakeholder engagement of	following engagement with Active Travel Stakeholders and Eynsham Society	Uncontrolled crossing to be raised, coloured and/or surface differentiated, with warning markings for road users (this applies to all whether priority for shared path or for road users)
Confirmed stakeholder engagement after	Scheme through design	detailing preliminary Proposed layout for crossing point now has priority for peds/cycles at the Park and Ride bus only eastbound exit. Shared use, uncontrolled
Confirmed stakeholder engagement after	Following engagement with Active Travel stakeholders	Amend bend out of crossing to ensure max. set back from A40 entrance, without encroaching on Evenlode land at Evenlode Pub
Confirmed stakeholder engagement after	As a result of engagement with CPA Active Travel Lead and Active Travel Stakeholders	South side path width at Witney Road to Lower Road to be extended to 3.5m (from previously proposed 3m) to align with OCC active travel standards for bus shared path section.
Confirmed following stakeholder engagement	following Active Stakeholder engagement	Provide pedestrian and cycle priority over motor traffic entering the A40 east of Lower Road at the BP Petrol Station (i.e., vehicles existing the BP Station),

Table 4: Design Changes

7 PLANNING POSITION

- 7.1 In making the Order, the Acquiring Authority has had regard to the national and local planning policy context and other material planning considerations. This section describes the planning background and planning policy context. It includes a summary of Scheme compliance when considered against the relevant planning policy context and other material considerations. A full planning assessment of the Scheme is contained within the Planning Statement [**Appendix 7**].

Current Planning Status

- 7.2 An EIA Scoping Report, which set out in detail the proposed approach to the requisite EIA was submitted to the Local Planning Authority (LPA) on 16 March 2021 (R3.0034/21). A Scoping Opinion was received on 28 April 2021. The Environmental Statement to support the planning application has been prepared in accordance with the Scoping Opinion and the 2017 EIA Regulations and is the result of ongoing consultation with the relevant technical disciplines at the CPA and surrounding authorities.
- 7.3 On 22nd December a planning application was validated by Oxfordshire County Council as the determining authority for the following development under application reference R3.0151/21 (“the Application”). This seeks permission for the following:
- 7.3.1 The dualling of approximately 3.2km of the A40 carriageway from the existing Hill Farm junction at Witney to the Eynsham Park and Ride site (R3.0057/19) including the construction of two new roundabouts;
 - 7.3.2 An eastbound and westbound bus lane approximately 6.5km in length from the Eynsham Park and Ride site to existing structures at Duke’s Cut waterway (Duke’s Cut Canal Bridge, Earl’s Culvert, Wolvercote Railway Bridge and Wolvercote Canal Bridge);
 - 7.3.3 Capacity and connectivity improvements over the existing structures at Duke’s Cut waterway to enable the proposed eastbound bus lane to extend over the existing structures up to the A34 flyover in the east, forming a connection into Oxford North (Northern Gateway) strategic development site;
 - 7.3.4 Construction of a new signalised junction to the Eynsham Park and Ride site;
 - 7.3.5 New pedestrian/cyclist underpass at Cuckoo Lane (‘the Eynsham Underpass’). Two new pedestrian/cycle bridges at Cassington Halt (Cassington Halt Footbridge North and Cassington Halt Footbridge South);
 - 7.3.6 Widening of Cassington New Bridge;
 - 7.3.7 Demolition and replacement/extension of existing White House Culvert;

- 7.3.8 Demolition and replacement/extension of Barnard Gate New Culvert
 - 7.3.9 New and improved shared use footways and cycleways, including new shared use links to National Cycle Network (NCN) Route 5 at Duke's Cut waterway;
 - 7.3.10 Alterations to existing junctions and property accesses along the A40;
 - 7.3.11 Controlled crossings, external lighting, noise barriers, sustainable drainage systems, landscaping, habitat creation including ecology ponds and associated hibernacula; and
 - 7.3.12 All associated engineering and temporary construction works, site compound and storage areas.
- 7.4 Following discussions between the A40 HIF2 Programme Team and its Planning and internal Legal Advisors regarding the potential inclusion of the Duke's Cut element of works within the planning application, the option to divorce a section of the works at Wolvercote Railway Bridge (WRB) from the planning application proposals was explored on the basis that this section of works, comprising the removal of the concrete cladding encasing the bridge beams and replacement of a masonry parapet with a lighter, stronger parapet, is considered to comprise works of maintenance only. The Works at WRB would involve maintenance and strengthening works, that are not considered to require planning permission on the basis that they are not works comprising 'development' in line with the definition at S55 of the Town and Country Planning Act 1990.
- 7.5 It was therefore decided between the aforementioned teams within OCC that the maintenance and strengthening works to the Wolvercote Railway Bridge (WRB) should be managed as a separate project to the overall Dukes Cut project, with its own Detailed Design and Construction phase, while the remainder of the works, which mainly involve the Highways Element and establishing the link between A40 to the NCN5 for the element could be carried out later in the programme. The purpose of this is to de-risk the programme by bringing the works at WRB forward. All land and property rights to construct this element of the work will be obtained by agreement with Network Rail via an outside party Asset Protection Agreement. The APA was entered in to on 17th December 2021 by the Council and Network Rail to secure these rights.

Planning Policy Context

- 7.6 Section 38(6) of the Planning and Compulsory Purchase Act 2004, together with s.70 of the Town and Country Planning Act 1990, provides that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

- 7.7 The Scheme is located within Oxfordshire County. The Scheme passes through the administrative boundaries of three local authorities: West Oxfordshire District Council, Cherwell District Council and Oxford City Council from west to east. The A40 Extended Dual Carriageway section of the Scheme is entirely within West Oxfordshire District. The A40 Integrated Bus Lanes section is within West Oxfordshire District and Cherwell District. The A40 Duke's Cut Bridge Works section is predominantly within Cherwell District, however, the very eastern extent is within Oxford City Council's area.
- 7.8 The Development Plan for the Scheme comprises the following documents:
- 7.8.1 West Oxfordshire Local Plan 2031 (adopted 2018) ('WOLP')
 - 7.8.2 Cherwell Local Plan 2011 – 2031 (Part 1) (adopted 2015) ('CLP1')
 - 7.8.3 Cherwell Local Plan 2011-2032 (Part 1) Partial Review – Oxford's Unmet Housing Need (adopted 2020) ('CLPPR')
 - 7.8.4 Cherwell Local Plan 1996 Saved Policies (1996) ('CLPSP')
 - 7.8.5 Oxford Local Plan 2036 (adopted 2020) ('OLP')
 - 7.8.6 Northern Gateway Area Action Plan (adopted 2015) ('NG AAP')
 - 7.8.7 Wolvercote Neighbourhood Plan (made 2021) ('WNP')
 - 7.8.8 Eynsham Neighbourhood Plan (made 2020) ('ENP')
 - 7.8.9 South Leigh Neighbourhood Plan (made 2019) ('SLNP')
 - 7.8.10 Oxfordshire Minerals and Waste Local Plan (adopted 2017) ('OMWLP')
- 7.9 Other material considerations include:
- 7.9.1 National Planning Policy Framework (2019) ('NPPF')
 - 7.9.2 National Planning Practice Guidance ('NPPG')
 - 7.9.3 Connecting Oxfordshire: Local Transport Plan 2015-2031 (published 2015, updated 2016) ('LTP4') **[Appendix 13]**
 - 7.9.4 National Infrastructure Strategy (2020) ('NIS')
 - 7.9.5 Oxfordshire 2020 Climate Action Framework (2020) ('CAF')
 - 7.9.6 Oxfordshire Infrastructure Strategy (2017) ('OxIS')
 - 7.9.7 Oxfordshire's Strategic Vision for Long-Term Sustainable Development (2021)
 - 7.9.8 West Oxfordshire Infrastructure Delivery Plan (2016) ('WOIDP')

- 7.9.9 West Oxfordshire Design Guide (2016) ('WODG')
- 7.9.10 West Oxfordshire Interim Biodiversity Net Gain Guidance for Developers and Ecological Consultants (2020) ('WOBG')
- 7.9.11 Non-Statutory Cherwell Local Plan 2011 (2004) ('NSCLP')
- 7.9.12 Cherwell District Council: Developer Contributions SPD (2018) ('CDC')
- 7.9.13 Biodiversity and Planning in Oxfordshire (2014) ('BPO')
- 7.10 Emerging planning policy and guidance relevant to the Scheme include:
 - 7.10.1 Draft Oxfordshire Local Transport and Connectivity Plan ('Draft LTCP')
 - 7.10.2 Draft Oxfordshire Plan 2050 ('Draft OP')
 - 7.10.3 Draft Salt Cross Area Action Plan Pre-Submission Version ('SCGV AAP')
 - 7.10.4 Draft West Oxfordshire Local Plan 2040 ('DWOLP')
 - 7.10.5 Draft Cherwell Local Plan Review 2040 ('DCLPR')
 - 7.10.6 Draft Oxford Local Plan 2040 ('DOLP')
 - 7.10.7 Emerging Oxfordshire Infrastructure Strategy 2021 ('emerging OxIS')
 - 7.10.8 Emerging Cassington Neighbourhood Plan ('emerging CNP')
 - 7.10.9 The Cassington Green Infrastructure Plan (2021) ('CGIP')
 - 7.10.10 Draft West Oxfordshire Developer Contributions SPD ('draft WODC SPD')

Key Planning Policies and Material Considerations of Relevance to the Scheme

- 7.11 The WOLP paragraph 2.51 identifies the following as key weaknesses in West Oxfordshire District (among other matters):
 - 7.11.1 Severe traffic congestion in Witney and on Oxford approach roads, particularly A40 east of Witney; and
 - 7.11.2 Limited opportunities for safe travel by foot or cycle outside main towns such as where routes are adjacent to roads
- 7.12 The ENP highlights on page 7 that the most-mentioned issue at the ENP consultation events was the congestion on the A40 and Toll Bridge.
- 7.13 Paragraph 77 of LTP4 Volume 1 states that the objectives of a long-term strategy for improving the A40 are as follows:

- 7.13.1 To improve travel times and/or journey reliability along the A40 corridor, in particular between Witney/Carterton and Oxford, taking account of future travel needs;
 - 7.13.2 To stimulate economic in line with the Oxfordshire Strategic Economic Plan; and
 - 7.13.3 To reduce the environmental impacts and safety issues along the A40 corridor.
- 7.14 LTP4 Volume 1 Policy 01 states *“the Council will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where possible enhancing its environmental and heritage assets and supporting the health and wellbeing of its residents.”*
- 7.15 LTP4 Volume 1 Policy 02 states that OCC *“will manage, and where appropriate, develop the county’s road network to reduce congestion and minimise disruption and delays, prioritising strategic routes.”* LTP4 Volume 1 Policy 03 states that OCC *“will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.”*
- 7.16 The Scheme is considered a County priority, as it will ease congestion through the provision of additional highway capacity; facilitate modal shift through improved public transport travel times and reliability; improve safety and air quality and encourage and enable housing and economic development in the area.
- 7.17 The Scheme meets the aspirations of the A40 Route Strategy set out in LTP4 Volume 7a, specifically Policy A40, which states that OCC will deliver public transport improvements in the A40 corridor in order to improve access between towns in West Oxfordshire and Oxford, including the new employment site at Oxford’s ‘Northern Gateway’.
- 7.18 The public transport improvements along the A40 corridor identified in Policy A40 include:
- 7.18.1 eastbound bus lane between Eynsham/ Lower Road roundabout and Duke’s Cut;
 - 7.18.2 westbound bus priority measures;
 - 7.18.3 a Park and Ride car park on the A40 corridor; and

- 7.18.4 Junction improvements along the A40 corridor between Witney bypass and Eynsham/ Lower Road roundabout. Planning permission was approved for a Park & Ride at Eynsham in March 2021 (OCC application reference R3.0057/19). The eastbound bus lane and junction improvements identified in Policy A40 form part of the Scheme. The Scheme improves upon the 'westbound bus priority measures' referenced in Policy A40, instead providing a dedicated westbound bus lane between the Eynsham Park & Ride site and the Duke's Cut structures in the east.
- 7.20 The West Oxfordshire Infrastructure Delivery Plan (WOIDP) identifies the eastbound bus lane as a critical priority for delivery between 2016-2021 and the westbound bus lane and dual carriageway between Witney and the Eynsham Park & Ride site as a critical priority for delivery between 2021-2026.
- 7.21 The Scheme is supported by WOLP Policy T2 which states that WODC will continue to work in partnership with OCC in relation to securing improvements to the A40 between Witney and Oxford, including the provision of an eastbound bus lane, a westbound bus lane from Oxford to Eynsham and dualling of the A40 between Witney and Eynsham.
- 7.22 The Scheme also aligns with WOLP Policy EW10, which requires proposals for development in the Eynsham – Woodstock sub-area to seek to alleviate traffic congestion issues on the A40, to enhance public transport and to enhance pedestrian and cycle routes and infrastructure.
- 7.23 NPPF paragraph 81 states "*planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development...*" The WOLP identifies congestion on the A40 as a major constraint to inward investment (paragraph 9.2.11) and addressing transport congestion on the A40 is highlighted as a key element of WODC's strategy for achieving their economic objectives (paragraph 6.13). The Scheme addresses the issues identified in the WOLP, by easing congestion through the provision of additional highway capacity and facilitating modal shift through improved public transport travel times and reliability.
- 7.24 The A40 corridor between Witney and Oxford is a major housing and employment growth location in the WOLP. The WOLP allocates approximately 10,000 homes and around 64 ha of employment land in the vicinity of the A40 corridor in the sub-areas of Witney (4,702 homes / 18 ha), Eynsham – Woodstock (5,596 homes / 40 ha) and Carterton (2,680 homes / 6 ha).

7.25 The WOLP recognises that Eynsham has an important role to play in meeting cross-boundary housing needs because of its proximity and connections to Oxford City. The indicative distribution for the Eynsham - Woodstock sub-area includes 2,750 homes to provide for Oxford City's unmet housing need delivered through West Eynsham SDA and the SCGV allocation north of the A40 near Eynsham.

7.26 The Scheme will directly enable the delivery of 4,813 new homes at four major development sites allocated in the WOLP (see Table 5). The investment will support this growth and promote sustainable travel in order to enable residential and commercial development to be built. Traffic modelling undertaken to support the Scheme has included all dependent development.

Site	Site Name	Homes	Current Status
1	Salt Cross Garden Village	2,200	In Planning (Outline application Submitted)
2	West Eynsham	763	In Planning (Outline Application for 180 homes on part of SDA)
3	East Witney	450	In Planning (Outline Application submitted for up to 495 homes)
4	North Witney	1,400	Pre-Application Stage

Table 5: HIF2 Dependent Sites

7.27 The Scheme will directly enable the delivery of WOLP allocated housing and employment sites, mitigating the transport impact of this planned growth by increasing the highway capacity of the A40 between Witney and Eynsham, while providing a high-quality, fast and reliable public transport alternative to car travel between Witney, Eynsham and Oxford.

7.28 In summary, the planning application for the Scheme has been prepared in full cognisance of the planning policy context within which it sits and there is support for the Scheme at both a strategic and local planning policy level. The Scheme accords with the development plan.

7.29 The application is supported by a comprehensive suite of supporting technical and environmental documentation and is the product of extensive and meaningful engagement with the local community and a wide range of key stakeholders, as detailed in Section 6 of this Statement.

7.30 There is no reason why planning permission will not be forthcoming for the Scheme, and it is anticipated that permission will be granted in Q2 2022.

8 THE ORDER LAND

- 8.1 In preparing the Order documents, the Acquiring Authority (through its appointed land referencing/surveying consultants, Gateley Hamer) has carried out diligent enquiry in order to identify all persons with an interest in the land that is required for the Scheme.
- 8.2 An initial desktop referencing exercise was undertaken to ensure that all registered interests in the land and property required were identified, resulting in the production of land referencing schedules and a land ownership map. This included obtaining the relevant HM Land Registry information, which has been (and will continue to be) regularly refreshed to make sure that all the information is as up to date as possible. Gateley Hamer also undertook all other necessary and relevant searches and enquiries to establish principal ownerships and note any third-party mortgages, unilateral notices and/or rights and restrictions, including carrying out relevant Companies House checks, postcode searches and checking the electoral roll.
- 8.3 The Acquiring Authority and Gateley Hamer then used the information above to issue Statutory Requests for Information pursuant to section 16 of the Local Government (Miscellaneous Provisions) Act 1976. The first batch of requisitions were issued on 25 August 2021. The Acquiring Authority received a response rate of over 80% to these requisitions.
- 8.4 Where there are any areas of unregistered land, unknown owner site notices were prepared and erected on site at the unregistered land. These were then regularly checked over a 4-week period to ensure that none were damaged or removed.
- 8.5 The information collected throughout the processes outlined above has been collated and analysed by Gateley Hamer to produce the required documentation to inform the compulsory purchase process and ensure that the Acquiring Authority has discharged its duty to exercise diligent enquiry to ascertain all interests in the Order Land.
- 8.6 The Order Land has a total area of approximately 79.08ha. This comprises of [to be updated]:
- 8.6.1 [xx]ha for which the title of land is required, this includes [xx]ha of existing public highway
 - 8.6.2 [xx]ha of land is required for the construction of the Scheme and could be available to return to landowners under the Crichel Down rules.
 - 8.6.3 [xx]ha for which new rights over land are required.
- 8.7 The Order Land is composed of agricultural land, ancillary residential land and gardens, woodland, public highway and commercial property.

8.8 Description of Land Require for Title by Plot Reference

8.8.1 Alan Kirk – Plots 5/25, 5/26, 5/27, 5/28 and 5/29

This section compromises of 0.26 hectares of agricultural land, driveway, hedgerow and hardstanding required got the mitigation of adverse effects of the highway, providing a new private means of access and for highway improvements for the A40.

8.8.2 Alvar and Frances Swainston – Plot 13/6

This section compromises of 0.10 hectares of agricultural land required as working areas for the construction of the scheme.

8.8.3 Canal and Rivers Trust – Plots 18/21, 18/22, 18/23, 18/24, 18/25 and 18/26

This section compromises of 0.12 hectares of Canal, Towpath and Shrubland required for highway improvement, new highway and dedication and working areas.

8.8.4 Dairystock Company Limited – Plots 13/8, 13/9, 13/22, 14/11, 14/12, 14/14, 14/19, 14/26, 16/1, 16/4 and 16/5

This section compromises of 6.02 hectares of agricultural land, haul road and hedgerow required for the improvement and creation of the highway and working areas.

All plots are subject to a leasehold with Worton Park Farms.

8.8.5 David Carrington – Plot 9/9

This section compromises of 0.03 hectares of overgrown shrubland required as working areas.

8.8.6 English Nature – Plot 14/5

English Nature have a caution against the first registration of 0.13 hectares of wood and highway required for the improvement of the highway.

8.8.7 Environment Agency – Plots 18/1 and 18/6

This section compromises of 0.25 hectares of hedge and treeline required as working areas.

8.8.8 Esso Petroleum Company Limited – Plot 9/7

This section compromises of 0.005 hectares of access road require for the improvement of the highway.

- 8.8.9 Hanson Quarry Products Europe Limited – Plots 11/9, 11/11, 13/14, 13/15, 13/24, 13/26, 13/27, 13/28, 13/30, 13/31, 13/32, 13/33, 13/42, 13/43, 14/3, 14/4 and 14/8

This section compromises of 3.6 hectares of agricultural land, haul road, hedgerow, tree line and hardstanding required for the improvement of the highway and working areas.

- 8.8.10 Highways England Company Limited – Plots 1/1, 1/1a, 1/2, 1/4, 1/5, 1/6, 1/15, 1/16, 1/17, 1/28, 2/22, 2/23, 2/24, 2/25, 2/31, 3/11, 3/12, 3/13, 3/63, 3/67, 4/6, 4/8, 4/10, 4/30, 4/31, 5/5, 5/6, 5/41, 5/42, 5/43, 5/44, 5/45, 5/48, 5/49, 6/2, 6/2, 6/3, 6/4, 6/5, 6/9, 6/10, 6/11, 6/17, 7/3, 7/7, 7/17, 7/24, 16/9, 17/3, 18/27, 19/2, 19/8, 19/21, 19/23, 19/24, 19/25, 19/28, 19/29, 19/31, 19/33, 19/34, 19/38, 19/39, 19/40, 19/41, 19/42, 19/43, 19/44, 19/45, 19/47, 19/48, 19/50 and 19/52

This section compromises of 12.4 hectares of adopted highway required for the improvement of the highway, mitigation of the adverse effects of the Highway upon their surroundings and working areas.

Although all of the titles are owned Highways England they are within the adopted highway of the A40 and were include in the de-trunking of the A40.

- 8.8.11 The Lyall Family – Plots 4/24, 4/25, 4/26, 4/27, 4/28, 4/37, 5/1, 5/2, 5/3, 5/4, 5/50 and 5/10

This section compromises of 0.77 hectares of agricultural land, access track and hardstanding require for the improvement of the highway, mitigation of the adverse effects of the Highway upon their surroundings and working areas.

- 8.8.12 James Humphris – Plot 13/17

This section compromises of 0.09 hectares of agricultural land required as working areas.

- 8.8.13 Matthew Hawell – Plot 13/3

This section compromises of 0.09 hectares of agricultural land required as working areas.

- 8.8.14 Matthew and Louise Walls – Plot 13/10

This section compromises of 0.13 hectares of pastureland and access track required as working areas.

- 8.8.15 Matthew and Carley Neilson – Plot 10/11

This section compromises of 0.18 hectares of overgrown pastureland required for working areas.

- 8.8.16 Eynsham Land Pool Trust – Plots 5/46, 5/47, 6/13, 6/14, 6/15, 7/1, 7/2,

8/26, 9/12, 9/13, 9/15, 9/16, 9/44, 9/47, 10/1 and 10/2

This section comprises of 2.65 hectares of motocross track and agricultural land required for the improvement of the highway, creation of new highway, mitigation of the adverse effects of the highway upon their surroundings and working areas.

This land is all included within the proposed Salt Cross Garden Village site.

8.8.17 Robert and Kate Allen – Plots 4/38, 5/7, 5/9, 5/9a, 5/10, 5/11, 5/12 and 5/13

This section comprises of 0.46 hectares of access track, agricultural land and garden required for the provision of a new private means of access and mitigation of the adverse effects of the highway upon their surroundings.

8.8.18 The Eynsham Park Estate – Plots 1/3, 1/8, 1/9, 1/9a, 1/11, 1/12, 1/13, 1/14, 1/20, 1/21, 1/26, 1/27, 2/3, 2/4, 2/5, 2/6, 2/7, 2/8, 3/1, 3/2, 3/3, 3/4, 3/5, 3/6, 3/7, 3/8, 3/9, 3/10, 3/22, 3/23, 3/24, 3/25, 3/28, 3/29, 3/30, 3/31, 3/32, 3/33, 3/34, 3/35, 3/6, 3/37, 3/38, 3/39, 3/40, 3/41, 3/42, 3/43, 3/44, 3/45, 3/46, 3/53, 3/54, 3/55, 3/56, 3/57, 3/58, 3/59, 3/60, 4/1, 4/2, 4/3, 4/4, 4/5, 4/13, 4/15, 4/17 and 4/18

This section comprises of 15.20 hectares of adopted highway, agricultural land, access tracks and woodland required for the improvement and creation of the highway, creation of private means of accesses, mitigation of the adverse effected of the highway upon their surroundings, subsoil of the unregistered adopted highway and working areas.

The estate has multiple tenants under various different basis's of occupation.

8.8.19 Rory Wootton and Kate Wootton – Plots 5/14, 5/15, 5/16, 5/17, 5/18, 5/19, 5/19, 5/20, 5/21, 5/22, 5/23 and 5/24.

This section comprises of 1.13 hectares of agricultural land, access track and hardstanding required for the creation of a new private means of access, creation of a new highway and working areas.

8.8.20 Smith & Sons (Blechington) Limited – Plots 10/15, 10/22, 10/23, 10/24, 10/26, 10/27, 10/28, 11/1, 11/2, 11/3, 11/4, 11/5, 11/6, 11/10 and 11/12

This section of land comprises of 3.03 hectares of agricultural land required for the improvement of the highway and working areas.

We are aware of the agricultural tenant this is in occupation of this land.

8.8.21 The Oxfordshire County Council – Plots 6/7, 6/8, 6/12, 7/8, 7/9, 7/10, 7/11, 7/12, 4/14, 7/15, 7/16, 7/22, 7/23, 7/25, 8/1, 8/3, 8/27, 8/28, 9/52, 10/4, 10/5, 10/8 and 10/9.

This section of land comprises of 6.63 hectares of adopted highway and

agricultural land required for the improvement of the highway and working area. This plot included here are only the registered ownership belonging to the Council, they do have rights as the local highway authority to improve and maintain land within the adopted highway.

The land which has been allocated as the Park and Ride site which was recently given planning permission will be used for working areas for this scheme.

8.8.22 The Woodland Trust – Plots 8/4, 8/10, 8/11 and 8/12

This section of land compromises of 0.77 hectares of woodland and hedgerow required for the improvement and creation of the highway and working areas.

8.8.23 Thomas White Oxford Limited – Plots 18/28, 19/1, 19/4, 19/9, 19/12, 19/13, 19/14, 19/18, 19/19, 19/20, 19/22, 19/26, 19/27, 19/30, 19/32, 19/35, 19/36, 19/37, 19/46, 19/49, 19/51, 19/53, 19/54, 19/55, 19/56 and 19/57

This section compromises of 0.92 hectares of highway and commercial development land require for the improvement of the highway, the creation of cycle paths and working areas.

8.8.24 Una Blake and Emma Blake – Plots 5/30, 5/31, 5/32 and 6/6

This section compromises of 0.57 hectares of agricultural land required for the improvement of the highway, the creation of drainage ponds and working areas.

8.8.25 Vanbrugh Trustees Limited & Vanbrugh Trustees No 2 Limited (Blenhiem Palace Estate) – Plots 11/16, 11/18, 12/19, 18/3, 18/4, 18/5 and 18/10

This section compromises of 1.29 hectares of agricultural land required for the improvement of the highway, creation of a new cycleway and working areas.

8.8.26 Unregistered Adopted Highway – Plots 1/18, 1/19, 1/22, 1/23/ 1/24, 1/25, 1/29, 1/30, 1/31, 1/32, 1/33, 1/34, 2/1, 2/2, 2/9, 2/10, 2/11, 2/12, 2/13, 2/14, 2/15, 2/16, 2/17, 2/18, 2/19, 2/20, 2/21, 2/26, 2/27, 2/28, 2/29, 2/30, 3/14, 3/15, 3/16/3/17, 3/18, 3/19, 3/20, 3/21, 3/26, 3/27, 3/47, 3/48, 3/49, 3/50, 3/51, 3/52, 3/61, 3/62, 3/64, 3/65, 3/66, 5/33, 5/34, 3/35, 3/36, 5/37, 5/37, 5/38, 5/39, 5/52, 6/16, 7/4, 7/5, 7/6, 7/13, 7/18, 7/19, 7/20, 7/21, 7/26, 7/27, 7/28, 7/29, 8/5, 8/6, 8/7, 8/9, 8/13, 8/14, 8/15, 8/16, 8/17m, 8/18, 8/19, 8/20, 8/21, 8/22, 8/23, 8/24, 8/25, 8/29, 9/1, 9/2, 9/3, 9/5, 9/6, 9/10, 9/11, 9/14, 9/17, 9/18, 9/19, 9/20, 9/21, 9/22, 9/23, 9/24, 9/25, 9/26, 9/27, 9/28, 9/29, 9/30, 9/31, 9/32, 9/33, 9/34, 9/35, 9/36, 9/37, 9/38, 9/39, 9/40, 9/41, 9/42, 9/43, 9/45, 9/46, 9/48, 9/49, 9/50, 9/53, 9/54, 10/3, 10/6, 10/7, 10/10, 10/13, 10/14, 10/16, 10/17, 10/18, 10/19, 10/20, 10/21, 11/7, 11/8, 11/13, 11/14, 11/15, 11/20, 11/21, 11/22, 11/23, 12/1, 12/2, 12/3, 12/4, 12/5, 16/6, 16/7, 12/8, 12/9, 12/10, 12/11, 12/12, 12/13, 12/14, 12/16, 12/17, 12/18, 12/20, 12/21, 12/22, 12/23, 12/24, 12/25, 12/26, 12/27, 12/28, 12/29, 12/30, 12/31, 12/32, 12/33, 13/1, 13/2, 13/4, 13/6, 13/7, 13/12, 13/16, 13/19, 13/20, 13/36, 13/37, 13/38, 13/39, 13/40, 13/41, 13/45, 13/46,

13/46, 13/47, 13/48, 13/49, 13/51, 13/52, 13/53, 13/54, 13/55, 14/6, 14/7,
14/16, 14/17, 14/18, 14/22, 14/29, 14/30, 14/31, 15/1, 15/2, 15/3, 15/4,
16/2, 16/3, 16/6, 16/7, 16/8, 17/1, 17/2, 17/4, 17/5, 17/7, 17/8, 17/9, 18/8,
18/9, 18/11, 18/12, 18/13, 18/14, 18/16, 18/17, 18/18, 18/19, 18/20, 18/29,
18/30, 19/3, 19/5, 19/6, 19/7, 19/10, 19/11, 19/16 and 19/17.

This section of 19.09 hectares of unregistered adopted highway. Where subsoil interests are going to be impacted, the ad medium filum presumption has been adopted and the freehold owners of the adjacent land have been presumed to own the subsoil up the center line of the adopted highway.

9 COMPULSORY PURCHASE ORDER JUSTIFICATION

Appropriateness of Powers

- 9.1 The acquisition of land to facilitate the delivery of the Scheme falls within the scope of the compulsory purchase powers as set out in Sections 239, 240, 246, 250 and 260 of the Highways Act 1980, being a highway infrastructure scheme.

The compelling case in the public interest

- 9.2 Paragraph 2 of the Guidance advises that a compulsory purchase order should only be made where there is a compelling case in the public interest. The Scheme will provide numerous substantial benefits to the public, which are summarised below and which provide a compelling case in the public interest for the acquisition of the Order Land:

- 9.2.1 Provision of greatly increased transport capacity of the route, enabling wider travel choice to undertake journeys by more sustainable means, i.e. public transport and active travel. Bus travel along the A40 corridor with dedicated lane priority will lead to significantly reduced travel times compared to the current situation.
- 9.2.2 Individual and collective health and wellbeing benefits by promoting a modal shift away from car use, an increase in public transport use, cycling and walking along the A40 and a very significant increase in active travel for undertaking local trips and trips between West Oxfordshire and Oxford city.
- 9.2.3 Improvement in road safety across all user groups through a reduction in the rate and severity of collisions, as set out in paragraphs 4.48. Improvements above current air quality and noise base levels, as compared with conditions on the A40 if the scheme did not proceed and considering the background development in the West Oxfordshire area. This is set out within paragraphs 4.33-4.35 by reducing stationary and slow-moving traffic, a contributor to poor air quality, and enabling the switch to lower emission modes.
- 9.2.4 Improved access to jobs and education for residents within West Oxfordshire, through improved transport connectivity, wider travel choice, more affordable options and reduced journey travel times.

Need for the Order Land

- 9.3 The Acquiring Authority has given careful consideration to the necessity of acquiring the land and new rights shown on the Order Map and described further in Section 8 of this Statement.

- 9.4 The Acquiring Authority has a clear idea how it will use the land it intends to acquire and has the necessary resources to acquire the land and interests needed for the Scheme.

Attempts to Acquire by Agreement

- 9.5 The Acquiring Authority's approach is only to acquire land and rights compulsorily where they are necessary to ensure successful delivery of the Scheme in accordance with best engineering and environmental practices.
- 9.6 The Acquiring Authority recognises that compulsory purchase is intended as a last resort to secure the assembly of land and has taken reasonable steps to acquire the land and rights required to deliver the Scheme by agreement. The Council has been working with landowners to identify means of mitigating the impacts of the Scheme proposals on property, where possible, with private treaty negotiations continuing in parallel with the preparation of the Order.
- 9.7 The Acquiring Authority, as Highway Authority, is already the owner of the freehold interest in a number of plots or parts of plots required to deliver the Scheme, and its interests in the various plots or parts thereof are included in the Order under the provisions of section 260 (clearance of title to land acquired for statutory purposes) of the 1980 Act.
- 9.8 During the preparation of the Order, the Acquiring Authority has fully considered the Guidance, in particular those sections relating to the acquisition of land by agreement, namely, paragraphs 17 – 19.
- 9.9 In accordance with the Guidance, the majority of owners and occupiers with an interest in land have been approached to ask if they would be prepared to enter into negotiations with the Acquiring Authority for the purchase of their respective interests. Some landowners have not responded to our requests to engage on the project, and as such it has not been possible to pursue negotiations despite the Acquiring Authority's efforts to do so. Notwithstanding this, efforts to engage with those landowners will continue, with the intention of agreeing the acquisition of all land by private agreement, where possible.
- 9.10 Detailed negotiations are taking place with a number of landowners and occupiers; however, the Acquiring Authority has concluded that acquisition by agreement is unlikely to occur in all cases or within sufficient time to ensure that the programme for funding and subsequent construction of the Scheme is met. There are also some plots of land where interests are within unknown ownership and, therefore, it will not be possible to acquire the interest except by way of compulsory acquisition.

- 9.11 Discussions will continue with owners of relevant interests and new rights required, with the intention of securing them by agreement, wherever possible, with a view to limiting the number of interests needing to be acquired compulsorily. The approach adopted by the Acquiring Authority is in accordance with the policy advice and recognised good practice.
- 9.12 Further information on the status of negotiations to date is set out in paragraph 9.15 onwards below.
- 9.13 Where the Acquiring Authority has been unable to reach agreement with landowners and occupiers it will offer alternative dispute resolution to enable agreement on compensation to be reached as suggested in the Guidance (paragraph 18). The Acquiring Authority will provide full information on the Scheme, with Gateley Hamer appointed as the dedicated case manager for the Scheme, assisting impacted parties and their agents with their queries and providing reassurance on fees, in accordance with paragraph 19 of the Guidance.
- 9.14 The Order will be made to secure the outstanding interests and rights required to enable implementation of the Scheme.

Detail of Negotiations

- 9.15 The Acquiring Authority, together with its representatives at Gateley Hamer has been engaging with landowners since March 2020. This has included negotiations for access to land to undertake environmental and ecology surveys and discussions regarding the mitigation of the impacts that the Scheme will have upon their property. This has then led to discussions regarding the terms for the acquisition of land in accordance with paragraph 16 of the Guidance. Brief details of the negotiations that have been undertaken to date are further outlined below.
- 9.16 The Scheme essentially comprises 3 different sections of works. The Acquiring Authority's approach to working with landowners was originally focussed on the Dualling section, as it was known from the outset that there would be land required outside of the existing highway boundary in order to deliver the Scheme. Gateley Hamer first met with landowners in this section of the Scheme in May 2020.
- 9.17 There are 11 freehold owners within this section and a further 6 occupiers under various different forms of agricultural tenancies. Gateley Hamer has been in contact with all impacted parties in this section of the Scheme, via emails, phone calls, and in person and virtual meetings. The majority of these impacted parties are willing to work with the Acquiring Authority to enable the acquisition of the necessary land and new rights to facilitate the delivery of the Scheme.
- 9.18 It was initially anticipated that there would be minimal land requirements within the Integrated Bus Lanes Section of the Scheme, due to the wide nature of the existing

highway boundary in this area. However, additional land requirements were identified following further survey results in early 2021, where it was identified that additional land take would be required outside of the existing highway boundary. As a result, formal meetings with landowners commenced in July 2021. There are 26 freehold owners within this section and 5 additional occupiers under different agricultural and commercial tenancies. All landowners within this section have been written to with regards to the Scheme, to facilitate discussions surrounding access for surveys, section 16 Requisitions for Information and negotiations for acquisition of the necessary land and new rights.

- 9.19 With regards to the Dukes Cut Section of the Scheme, there are 5 freehold owners and 1 additional long-term agricultural occupier. The Acquiring Authority, together with its design engineering consultants, Aecom, has had detailed engagement with 3 of the 5 freehold owners due to the complex nature of the works that proposed to be undertaken and the additional permissions needed including Outside Party Asset Protection Agreements, which are required to undertake the proposed works. Gateley Hamer has been liaising with the other landowners, who are willing to work with the Acquiring Authority to enable the acquisition of the necessary land and new rights to facilitate delivery of the Scheme.
- 9.20 Negotiations with impacted landowners are ongoing and will continue to progress throughout the entirety of the compulsory purchase process, right up until the point of implementation of powers, should the Secretary of State see fit to confirm the Orders.

Conclusions

- 9.21 All elements of the Order Land are required and necessary in order to deliver the Scheme. Negotiations have taken place, and continue to take place, with affected parties but there is no certainty that the necessary land interests and new rights can be assembled by private agreement within a reasonable period of time. Where such interests have already been acquired for the purpose of the Scheme, parcels of land are included within the Order Land in order to ensure that the delivery of the Scheme is not prejudiced by the existence of third party rights using the prescribed powers under section 260 of the Highways Act 1980.
- 9.22 In consideration of the above, the Order and all of the land contained within it is necessary to deliver the Scheme. The Acquiring Authority has taken/is taking reasonable steps to acquire all of the land and new rights included in the Order by private agreement. Further, these efforts to acquire the land and new rights by negotiation will continue in parallel, both up to the making and confirmation of the Order and also post confirmation, prior to its implementation.

10 DELIVERABILITY AND VIABILITY

- 10.1 Paragraph 14 of the Guidance identifies the issues that will be considered by the Secretary of State when confirming an order and requires evidence as to the sources and timing of funding.
- 10.2 A Property Cost Estimate was commissioned from Gateley Hamer Limited, with the total estimated value for the acquisition of land based on market conditions, as at November 2021.
- 10.3 The Acquiring Authority has given proper consideration to potential statutory blight claims being received by affected owners and occupiers. Statutory Blight was, in part, the subject of a report to Cabinet in July 2021 at which the preferred options were approved.
- 10.4 The total estimated cost of delivering the Scheme is £106.757 million, inclusive of costs associated with land acquisition and potential blight claims, which will be met in its entirety from public sector funds, as outlined at paragraph 10.5 - 10.8.

Public Sector Funding

- 10.5 The Acquiring Authority submitted a business case to Homes England for the Scheme in March 2019. In November 2019, it was announced by Government that the bid had been successful (subject to contract) in securing £102.011 million of funding pursuant to the Housing Infrastructure Fund (Forward Fund) towards a package of transport improvements proposed along circa 10.8km of the A40 corridor between Witney and Duke's Cut (North Oxford).
- 10.6 Subsequent to the funding announcement and a further period of work to develop the Scheme and agreements, Cabinet resolved to approve the recommendation to enter into the Grant Determination Agreement (GDA), as set out in a report in July 2020. The GDA was subsequently entered in to with Homes England to secure full scheme funding of £102.011 million, subject to a series of milestone conditions.
- 10.7 Following the report to Cabinet, a further phase of development work was undertaken between August 2020 and April 2021 to identify preferred options for each of the three elements of the Scheme. These options were then the subject of the public consultation process, details of which can be found in paragraphs 5.5 – 5.13 and Section 6 of this Statement.
- 10.8 Following further review of the preferred options, Homes England agreed to extend its funding allocation to cover all forecast Scheme costs to completion, subject to an amended GDA to the value of £106.757 million, as well as making these monies available until February 2025. The Deed of Variation to the GDA was completed on 25th November 2021.

Timescales for Implementation

- 10.9 The Acquiring Authority will continue to negotiate with all parties with an interest in the Order Land, but would hope to be in a position that the majority of land and new rights will be privately secured (or the terms agreed and progressing through detailed legal agreements) by mid-2022
- 10.10 The Acquiring Authority anticipates that should the compulsory purchase process result in a local Public Inquiry, this would be heard in late 2022.
- 10.11 In the event that the Order is confirmed by the Secretary of State, this would likely result in implementation by Spring 2023, allowing the construction contract for the works to be awarded. Main construction works would then commence on Site in Summer 2023, completing in early 2025.
- 10.12 In the event that a local Public Inquiry is not required, the Acquiring Authority would seek to commence works on Site at the earliest possible time following confirmation of the SRO and the Order, noting the statutory periods for implementation and acknowledging the need to let the construction contracts.

Conclusion

- 10.13 The Acquiring Authority is satisfied that, in accordance with Paragraph 14 of the Guidance, the Scheme has available all relevant resources to enable delivery, the necessary funding can be provided and, as set out above, it is financially viable.
- 10.14 If the Order is confirmed, development of the Scheme will be brought forward on the Order Land and the Site at the earliest opportunity. The target completion for delivering the A40 HIF2 Smart Corridor project is 21 months from commencement of main construction works.

11 HUMAN RIGHTS AND PUBLIC SECTOR EQUALITY DUTY

Human Rights

- 11.1 The Human Rights Act 1998 incorporated into domestic law the European Convention on Human Rights ("the Convention"). The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual.
- 11.2 The following articles of the Convention are relevant to the determination as to whether the Order should be confirmed:
- 11.2.1 Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. Any interference with possessions must be proportionate and, in determining whether a particular measure is proportionate, a fair balance must be struck between the public benefit sought and the interference with the rights in question;
- 11.2.2 Article 6 entitles those affected by the powers sought in the Order to a fair and public hearing by an independent and impartial tribunal;
- 11.2.3 Article 8 protects the right of the individual to respect for his private and family life, his home and his correspondence. A public authority cannot interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, inter alia, national security, public safety or the economic wellbeing of the country.
- 11.3 The Order has the potential to infringe the human rights of persons who own property in the Order Land. Such infringement is authorised by law provided:
- 11.3.1 The statutory procedures for obtaining the Order are followed and there is a compelling case in the public interest for the Order; and
- 11.3.2 Any intervention with the Convention right is proportionate to the legitimate aim served.

- 11.4 The Scheme has been designed to minimise interference with the peaceful enjoyment of a person's possessions under Article 1 of the First Protocol of the Human Rights Act. Article 1 of the First Protocol provides for the peaceful enjoyment of possessions and provides that no one shall be deprived of possessions except in the public interest and as provided by law. The Order will strike a fair balance between the private loss of property and the public interest. In light of the social, environmental and economic benefits that will result from the Scheme, it is considered that there is a compelling case in the public interest for the use of compulsory purchase powers and that the resulting interference with private property rights is both in accordance with national law and proportionate. Compensation will be available under the statutory compensation code to those with a legitimate claim arising from the exercise of the compulsory purchase power.
- 11.5 Article 6 of the Convention provides that everyone shall be entitled to a fair and public hearing in the determination of his civil rights and obligations. The Council considers that the statutory procedures which give rise to the right to object and provide for judicial review are sufficient to ensure compliance with the requirements of this Article.
- 11.6 In promoting the Order, the Acquiring Authority has complied with all relevant legislation and regulations. The Scheme has been extensively publicised (as detailed within the Statement of Community Involvement (August 2021) [**Appendix 12**] and consultation has taken place with the communities and parties that will be affected by the Order.
- 11.7 All those affected by the Order will be notified, will have the right to make representations and/or objections to the Secretary of State, and to be heard at a Local Public Inquiry. It has been held that the statutory processes and associated right for those affected to pursue remedies in the High Court where relevant, are compliant with Article 6.
- 11.8 The Acquiring Authority considers that such interferences with Article 8, as may occur should the Order be confirmed, are in accordance with the law and are necessary in a democratic society in that they would be in pursuit of a legitimate aim, namely the economic well-being of the country and/or the protection of the rights and freedoms of others, and are proportionate, having regard to the public interest that the Scheme will bring, which will benefit the well-being of the area.
- 11.9 Although there is no obligation on the Acquiring Authority to establish that there are no less intrusive means available, the Order Land has been kept to the minimum necessary to construct the road and provide the associated mitigation measures.

- 11.10 Those directly affected by the Order will also be entitled to compensation, which will be payable in accordance with the Compulsory Purchase Compensation Code. This will be assessed on the basis of the market value of the property interest acquired, disturbance and statutory loss payment. The reasonable surveying and legal fees incurred by those affected will also be paid by the Acquiring Authority.
- 11.11 In pursuing this Order, the Acquiring Authority has carefully considered the balance to be struck between the effect of acquisition on individual rights and the wider public interest in the Scheme construction. Having regard to the competing interests of the individual and of the community as a whole, it is satisfied that there will be no unlawful interference with human rights through the use of powers of compulsory acquisition given the public benefits that will result and the availability of compensation to those whose interests have been acquired.

Public Sector Equality Duty

- 11.12 The Acquiring Authority is subject to the Public Sector Equality Duty contained within section 149 of the Equality Act 2010. This obliges the Acquiring Authority, when exercising its functions, to have due regard to the need to;
- 11.12.1 Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- 11.12.2 Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- 11.12.3 Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 11.13 The Acquiring Authority has had due regard to those objectives throughout the decision-making process. It has commissioned a formal Equalities Impact Assessment (EqIA) [**Appendix 9**], which identifies the potential impacts of the Scheme upon those with protected characteristics and to consider any mitigating actions to reduce or remove potential negative impacts. The EqIA assessment approach will continue throughout the Scheme's life cycle and post-delivery, in order to ensure every opportunity to positively promote equality is taken.
- 11.14 The conclusions from the EqIA report indicates that due regard has been taken in considering design principles from an equality perspective, and that measures have been included within the proposals to mitigate against potential differential impacts, which may be experienced by some protected characteristic groups. The EqIA report recommends the Acquiring Authority, through Scheme finalisation, ensures that designs are fully inclusive and attractive for everyone, specifically listing information provision, materials use, public realm design, lighting and seating as key areas. The Acquiring Authority is fully aligned and in agreement with these recommendations.

Conclusion

- 11.15 The Acquiring Authority considers that there is a compelling case in the public interest whereby the public benefit of the Scheme will outweigh any private loss. Interference with rights under the European Convention on Human Rights is considered to be justified, in order to secure the benefits that the Scheme will bring.
- 11.16 The use of compulsory purchase powers is both necessary and proportionate, and there is a compelling case in the public interest for the making and confirmation of the Order. Given the qualified nature of the rights affected and the public interest in delivering the Scheme, the Order does not constitute any unlawful interference with individual property rights. The compulsory purchase process enables objections to be submitted and a Local Public Inquiry to be held to consider those objections.
- 11.17 The parties directly affected by the Order will be entitled to compensation in accordance with the Compensation Code, which is the collective term used for the principles set out in the Land Compensation Act 1961, the Compulsory Purchase Act 1965, the Land Compensation Act 1973, the Planning & Compulsory Purchase Act 1991 and the Planning & Compulsory Purchase Act 2004. This is supplemented by case law relating to compensation for compulsory acquisition, and the more recent provisions relating to compulsory purchase contained in the Housing and Planning Act 2016 and the Neighbourhood Planning Act 2017.

12 SIDE ROAD ORDER(S)

- 12.1 The Council has also made the Side Roads Order ("SRO") [**Appendix 4b**] under Sections 14 and 125 of Highways Act 1980, in relation to the Classified Road works of the A40, which comprise its improvement, including widening, and a short length of new highway which is to be constructed as the A40, all between just west of the Hill Farm Overbridge, in the west, and just east of the A34 Western Bypass bridge over the A40, in the east.
- 12.2 The SRO, if confirmed, will authorise the Council, in relation to the aforementioned A40 Classified Road, to improve highways, stop up existing highways and private means of access to premises affected by the Scheme, and to construct new highways and provide new private means of access required as a consequence of the Scheme works.
- 12.3 The full title of the SRO published under the Highways Act 1980 is **The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022**
- 12.4 A copy of the SRO Site Plans are appended hereto [**Appendix 2b**], which shows the extent to which it is necessary to carry out works to existing highways, stopping up of existing highways, stopping up of private means of access, and the provision of new private means of access to premises that are likely to be affected by the Scheme.

The Need for Side Roads Alterations

- 12.5 The proposed alterations to existing highways and private means of access that would be affected by the Scheme are detailed in the Schedules to the SRO and shown diagrammatically on the Side Roads Order Site Plans [**Appendix 2b**].
- 12.6 The SRO and the necessary changes to the highways and private means of access to premises affected by the SRO are an integral part of the proposed construction of the Scheme, the details of which is set out below.
- 12.7 A40 Dualling - Hill Farm to Whitehouse Farm (Site Plan No.1)

- *Highways to be Stopped Up*
 - (i) Bridleway 353/19/20 (South Leigh), (1/S1), carried by the Hill Farm Overbridge, Bridleway 353/19/40 (South Leigh), (1/S2), from the A40 eastbound carriageway to Bridleway 353/19/20 (South Leigh), and Bridleway 353/19/30 (South Leigh), (1/S3), from the A40 westbound carriageway to its junction with Bridleway 353/19/20 (South Leigh) and Footpath 353/1/30 (South Leigh), are to be stopped up.

- (ii) A southern part width of the A40 (1/S4), at its connection point with Bridleway 353/19/30 (South Leigh) and the Private Access approach on the south side of the A40 to Hill Farm Overbridge, will be stopped up. This area of stopped up highway will be provided as off-highway landscaping, providing a landscape buffer between the improved A40 and the remaining length of Access Road on the south side of the A40, which will continue to serve agricultural land to the south of the A40 as it does now. A short length of new Footpath will be provided through this area also, from the southern footway of the improved A40, connecting to new Footpaths on the south side of the A40 and across the Hill Farm Overbridge.
- (iii) A northern part width of the A40 (1/S5), at its connection point with Bridleway 353/19/40 (South Leigh) and the Private Access approach on the north side of the A40 to Hill Farm Overbridge, will be stopped up. This area of stopped up highway will be provided as off-highway landscaping, providing a continuous landscape buffer between the improved A40 and the new Access Road and Bridleway to its north.
- (v) A northern part width and a length of the A40 (1/S6), from just east of the Hill Farm Access off the eastbound carriageway, to 57 metres east of Whitehouse Farm and Whitehouse Farm Cottages, will be stopped up. The A40 presently runs along the frontage of these properties, but its corridor is to be moved southwards, with the remainder of the old A40 corridor, and a length of stopped up Unclassified Road off the C35469 at Barnard Gate North, together with a new length of carriageway to be provided as its continuity westwards to the connection with the Hill Farm Overbridge becoming a co-existent Private Access Road and Bridleway route, through to its connection with the remaining Unclassified Road in the east, just west off the realigned C35469 at Barnard Gate North. This new Private Access Road will serve all premises situated along it (South Lodge, Eynsham Park, Hill Farm Solar Farm, Salutation Farmhouse and Salutation Farm, Whitehouse Farm and Whitehouse Farm Cottages, and Hill Farm and Hill Farm Cottages where existing Access Tracks to those premises will continue from its westerly termination point.
- (vi) A 43 metres length of Footpath 206/22/10 (Eynsham), (1/S7), southwards from the southern boundary of the A40 will be stopped up. The Footpath will remain connected with the A40, at the southern boundary of its new length at this location.

- *New Highways*

- (i) A new Bridleway length is to be provided on the north side of the A40, which will be part of a complete route between the Hill Farm Overbridge and the Unclassified Road which leads westwards off the C35469 at Barnard Gate North. Additionally, a new Footpath will be provided on the Hill Farm Overbridge and to the south side of the A40, connecting to its southern footway, which will run from this point to the connection with Footpath with Footpath 206/2/10 (Eynsham), further to the east. Together, these new rights of way, will provide compatible status rights of way connections with the rights of way network on the north and south sides of the A40, taking non-motorised vehicular users to safe, off-road, crossing points and connections either side of the A40.

- *Private Means of Access to be Stopped Up and New Means of Access*

- (i) The length of Access Track (1/1), from the A40 (eastbound), leading up to the Hill Farm Overbridge, will be stopped up. There will be no direct access connection with the A40 at this point with the Scheme. The alternative Private Access track connection from this point, for both traffic leaving and joining the A40 both eastbound and westbound will be in the new Access Track which is to be provided from this westerly termination point at Hill Farm Overbridge, eastwards through to the Unclassified Road connection off the C35469 at Barnard Gate North, to use the new A40 roundabout at the realigned Barnard Gate North.
- (ii) The Access point (1/2), from the A40 (westbound), leading up to the Hill Farm Overbridge, will be stopped up over a short length at its junction with the A40. There will be no direct access connection with the A40 at this point with the Scheme. The alternative Private Access track connection point to and from Hill Farm premises, will be that set out in (i) above. The Hill Farm Overbridge Access track will remain as now, connecting lands of the holding to the north and to the south of the A40, connecting on the south via an existing access track which remains off the severed length of track with the A40.

- (iii) The Private Access (1/3) off the A40, which is also to be stopped up, to Whitehouse Farm and Whitehouse Farm Cottages, will be stopped up. The alternative Private Access track connection from this point, for both traffic leaving and joining the A40 both eastbound and westbound will be in use of that part of the new Access Track which is to be provided from the Hill Farm Overbridge, eastwards through to the Unclassified Road connection off the C35469 at Barnard Gate North. Traffic to and from Whitehouse Farm and Whitehouse Farm Cottages will travel eastwards along this Track to use the new A40 roundabout at the realigned Barnard Gate North.
- (iv) A 45 metres length of Private Access track (1/4) to agricultural land of Green Farm, co-existent with the route of Footpath 206/22/10 (Eynsham), southwards from the southern boundary of the A40, will be stopped up. This Access will not be replaced. The agricultural land it serves, immediately south of the A40, is presently also accessed directly from other fields of the farm holding to the south and provides an existing reasonably convenient means of access for serving the land.
- (v) A length of new Private Means of Access (1/b), on the south side of the A40, at the point of its severed connection with the A40 east of Hill Farm Overbridge, will be provided eastwards for the Council's use and purposes to serve an off-highway attenuation pond.

12.8 A40 Dualling – Salutation Farm to South Lodge (Site Plan No.2)

- *Highways to be Stopped Up*
 - (i) A 590 metres length and northern part width of the A40 (2/S1), from a point 125 metres west of its junction with the westerly Private Access Track to Salutation Farm and Salutation Barn, eastwards to the access point to the Hill Farm Solar Farm on the northern side of the A40, where the new A40 corridor is to be situated to its south, will be stopped up.
 - (ii) The Unclassified Road which leads westwards off the C35469 at Barnard Gate North, from its junction with the easterly Private Access to Salutation Farm and Salutation Barn, at which point it terminates, eastwards, to the access point to the Hill Farm Solar Farm (2/S2), will be stopped up.
 - (iii) The whole of Footpath 206/33/10 (Eynsham) where it runs across the western termination point of the Unclassified Road which leads westwards off the C35469 at Barnard Gate North, at its junction with the boundary of the A40 (2/S3), will be stopped up.

- *Private Means of Access to be Stopped Up and New Means of Access*
 - (i) The westerly Private Access off the A40, which is also to be stopped up, to Salutation Farmhouse and Salutation Barn (2/1), will be stopped up. As will the easterly Private Access to the Farmhouse and Barn (2/2) off the westerly terminal point of the Unclassified Road, which is also to be stopped up, which leads westwards off the C35469 Barnard Gate North. The alternative Private Access track connection from these points, for both traffic leaving and joining the A40 both eastbound and westbound will be in use of that part of the new Private Access Track which is to be provided from the Hill Farm Overbridge, eastwards through to the Unclassified Road connection off the C35469 at Barnard Gate North. Traffic to and from Salutation Farmhouse and Salutation Barn will travel eastwards along this Track to use the new A40 roundabout at the realigned C35469 at Barnard Gate North.
 - (ii) A length of new Private Means of Access on the south side of the A40 (2/f) will be provided for the Council's use and purposes to serve a further three off-highway attenuation ponds.

12.9 A40 Dualling – Salutation Farm to South Lodge (Site Plan No.3)

- *Highways to be Improved*
 - (i) The Unclassified Road leading westwards off the C35469 at Barnard Gate North, the C35469 at Barnard Gate North, and the Unclassified Road leading northwards off the C35469 at Barnard Gate North, will all be improved to provide suitable tie-ins with the new/realigned length of C354469 which will be provided to the east of the existing, as a new northerly arm of the A40 Roundabout which is to be provided at this location. The Unclassified Road leading southwards off the A40 at Barnard Gate South will similarly be improved at its southerly tie-in with the new/realigned length of the Unclassified Road, which will provide the new southerly arm of the A40 Roundabout.
- *Highways to be Stopped Up*
 - (i) A northern part width of the A40 (3/S1) from its junction with the C35469 at Barnard Gate North, westwards for 195 metres, will be stopped up. This area of stopped up highway will be provided as off-highway landscaping, providing a continuous landscape buffer between the improved A40 and the new Access Road and Bridleway to its north.

- (ii) A 206 metres length of the Unclassified Road (locally referenced 43655199), (3/S2), westwards from its T-junction with the C35469 at Barnard Gate North, will be stopped up. This will be reprovided from this easterly point of its stopping up, westwards through to the Hill Farm Overbridge, as a co-existent Private Access Road and Bridleway route. This new Private Access Road will serve all premises situated along it (South Lodge, Eynsham Park, Hill Farm Solar Farm, Salutation Farmhouse and Salutation Barn, Whitehouse Farm and Whitehouse Farm Cottages, and Hill Farm and Hill Farm Cottages).
 - (iii) A length of the westerly arm of the C35469 at Barnard Gate North, 3/S3, from its junction with the A40, generally northwards to its junction with the Unclassified Road (locally referenced 43655199), will be stopped up. The new highway proposed as its realignment, some 30 metres to its east, will provide its replacement and northerly arm connecting to a new A40 Roundabout.
 - (iv) A 280 metres length of the Unclassified Road (locally referenced 43603545), leading southwards off the A40 at Barnard Gate South, opposite its junction with the C35469 at Barnard Gate North, will be stopped up. The new highway proposed as a realignment of this Unclassified Road, some 60 metres to its east, will provide its replacement and southerly arm connecting to a new A40 Roundabout.
- *Private Means of Access to be Stopped Up and New Means of Access*
 - (i) The Private Accesses off the Unclassified Road (locally referenced 43655199), which is also to be stopped up, to Hill Farm Solar Farm (3/1), Eynsham Park (3/2), and South Lodge and Eynsham Park (3/3), will be stopped up. The alternative Private Access track connection from these points, for both traffic leaving and joining the A40 both eastbound and westbound will be in use of that part of the new Private Access Track which is to be provided from the Hill Farm Overbridge, eastwards through to the Unclassified Road connection off the C35469 at Barnard Gate North. Traffic to and from Hill Farm Solar Farm, Eynsham Park, and South Lodge, will travel eastwards along this Track to join the realigned C35469 at Barnard Gate North and to use the new A40 roundabout at the junction with the realigned C35469.

- (ii) Two Private Accesses off the western side of the Unclassified Road (locally referenced 43603545), which is also to be stopped up, at points 132 metres (3/4) and 188 metres (3/5), respectively, south of the junction of that Unclassified Road with the A40, into agricultural land and a woodland belt, of Green Farm, are to be stopped up. A new Private Access Track off the realigned Unclassified Road will be provided for serving the Council's off-highway drainage attenuation ponds and features. Two new PMA spurs (3/j and 3/k), will be provided off the first length of this new Private Access Track (3/h), for shared use by the Council and the land owner of land to its west, returning the landowners access to the same entry points into their land as before.
- (iii) A Private Access off the Unclassified Road (locally referenced 43603545), which is also to be stopped up, at a point 189 metres south of the junction of that Unclassified Road with the A40, into agricultural land of Green Farm, will be stopped up. A new Private Access Track off the realigned Unclassified Road will be provided eastwards, on the south side of the A40, to serve Ambury Close Farm and Fir Tree Farm (3/l on Site Plan 3), as well as the Council's off-highway drainage attenuation ponds to be situated on the south side of the A40. A new PMA spur (3/n) will be provided off this main Access Track to serve the same land holding area as the PMA which is stopped up.
- (iv) Other lengths of new PMAs are to be provided for the Council's own use in accessing its off-highway drainage attenuation ponds on the south side of the A40, to the west of the realigned Unclassified Road (locally referenced 4363545), 3/e, 3/f, and 3/g; to an off-highway drainage attenuation pond on the north side of the A40 and to the east of the realigned C35469 Barnard Gate North, 3/l; and to an area of off-site planting on the south side of the A40, 3/1o.

12.10 A40 Dualling – Chil Brook to Barnard Gate Farm (Site Plan No.4)

- *Highways to be Stopped Up*
 - (i) A northern part width of the A40 (4/S1), immediately east of Chil Brook, will be stopped up (4/S1). This area is to sit outside the new A40 northern boundary and is absorbed within the area of an off-highway drainage Attenuation Pond.
 - (ii) A southern part width of the A40 (4/S2), extending westwards from a point west of the access to Ambury Close Farm, is to be stopped up. This area will become part of the Private Access Track corridor serving Ambury Close Farm and Fir Tree Farm, as well as the off-highway drainage attenuation pond areas of the Council, on the south side of the A40.

- (iii) A length of the C35469 at Barnard Gate North (4/S3), at its easterly junction with the A40, to the west of Home Farm and east of Barnard Gate Farm, is to be stopped up, closing the vehicular junction of the C35469 Barnard Gate North with the A40 at this point.
- (iv) A northern part width of the A40, comprising highway verge (4/S4), eastwards of its junction with the C35469 at Barnard Gate North, is to be stopped up.

- *New Highways*

- (i) A new Cycle Track (with a right of way on foot), 4/A, will be provided over part of the stopped up C35469 at its easterly junction with the A40, maintaining a pedestrian and cyclist connection between what will become this easterly terminal point of the C35469 at Barnard Gate North and the A40. A new co-existent Footpath (4/B) and Private Means of Access Track (4/c) will be provided over the other part of the stopped up C35469 Barnard Gate North and stopped up A40, being the commencement of a new co-existent Footpath/Private Means of Access Track between this point eastwards to connect with Footpath 206/3/10 (Eynsham) on the northern side of the A40 and providing access to Home Farm and the Council's off-highway drainage attenuation ponds.

- *New Private Means of Access*

- (i) A new co-existent Private Means of Access Track (4/c) will be provided as referred to above. Additionally, a length of Private Means of Access (PMA) Track (4/a) will be provided along this stretch of the Scheme, on the south side of the A40, being a continuity length of the PMA track off the realigned Unclassified Road (locally referenced 43603545), eastwards to Ambury Close Farm and Fir Tree Farm and the Council's off-highway drainage attenuation features.

12.11 A40 Dualling – Ambury Close Farm to Home Farm to Fir Tree Farm (Site Plan 5)

- *Highways to be Stopped Up*

- (i) A northern part width of the A40, to the east of the easterly junction of the C35469 with the A40, 5/S1, is to be stopped up. This area will be absorbed within the new co-existent Footpath/PMA corridor which leads eastwards off the easterly terminal point of the C35469 at Barnard Gate North, to Home Farm and to the Council's two drainage attenuation pond areas further to the east, as well as to agricultural land of Barnard Lodge Farm, on the northern side of the A40, with the new Footpath component ending where it connects with Footpath 206/13/10 (Eynsham), and the PMA ending at the eastern end of the most easterly of the two attenuation ponds.
- (ii) A southern part width of the A40, 5/S2, which runs along the northern frontage of Fir Tree Farm, is to be stopped up. This area will be absorbed within the new PMA corridor, serving Ambury Close Farm and Fir Tree Farm and the Council's off-highway drainage attenuation features, on the south side of the A40.
- (i) A 56 metres length of Footpath 206/13/10 (Eynsham), north eastwards from its junction with the A40, will be stopped up (5/S3). Footpath 206/3/10 (Eynsham) will no longer connect directly with the A40, but will have a new Footpath connection with the easterly terminal length of the C35469.
- *New Highways*
 - (i) A length of new Footpath, 5/A, co-existent with new PMAs, will be constructed on the northern side of the A40, as a continuity of the new Footpath which will run between the eastern termination point of the C35469 at Barnard Gate North and Footpath 206/13/10 (Eynsham). This, together with the remaining length of the C35469 at Barnard Gate North, which will become a largely motorised vehicular traffic free route with its removed connection with the A40, and the new Bridleway route to be provided from realigned Unclassified Road at Barnard Gate North through to Hill Farm Overbridge, will provide a quieter, less trafficked route, leading to north eastwards extending Footpath 206/14/10 (Eynsham), from the east side of The Boot Public House on the C35469 at Barnard Gate North, and the northwards extending Bridleway 353/19/10 (South Leigh) at Hill Farm Overbridge, which currently exist on the northern side of the A40 along this stretch of its proposed dualling.
- *Private Means of Access to be Stopped Up and New Means of Access*

- (i) A 45 metres length of Private Access Track running southwards off the A40 to Ambury Close Farm, 5/1, is to be stopped up. Access will no longer be provided directly to the A40, but via that part of the Private Access Track off the realigned Unclassified Road leading eastwards to Ambury Close Farm (and further to Fir Tree Farm and the Council's off-highway drainage attenuation features). A new Private Access Track for sole use of Ambury Close Farm, 5/a, will be provided off this main Private Access Track.
- (ii) A 54 metres length of Private Access Track running northwards off the A40 to Home Farm, 5/2, is to be stopped up. Access will no longer be provided directly to the A40, but via a new length of Private Access Track, off the easterly termination point of the C35469 at Barnard Gate North, with Home Farm traffic proceeding to and from the A40, using this length of the C35469 and its realigned section, joining and leaving the A40 via its new Roundabout Junction at the western arm connection of the C35469.
- (ii) A 10 metres length of Private Access Track running southwards off the A40 to Fir Tree Farm, 5/3, is to be stopped up. Access will no longer be provided directly to the A40, but via that part of the Private Access Track off the realigned Unclassified Road leading eastwards to Fir Tree Farm (and further to Council's off-highway drainage attenuation features).
- (iii) A 56 metres length of (redundant/disused) Private Access Track running north eastwards off the A40, co-existent with Footpath 206/3/10 (Eynsham) to an agricultural field of Barnard Lodge Farm, is to be stopped up. A new PMA, 5/g, will be provided off the eastern termination point of the Private Access Track, off the easterly termination point of the C35469 at Barnard Gate North eastwards A40 to Home Farm and the Council's off-highway drainage attenuation pond features to be located on the north side of the A40.
- (iv) Additional new PMA lengths, 5h, 5j and 5k, will be provided to offsite drainage facilities on the north side of the A40, and 5/c and 5/f, on the south side of the A40.

12.12 A40 Dualling – Eynsham Motocross to East of New A40 Roundabout Junction (Site Plan 6)

- *Highways to be Stopped Up*
 - (i) A 160 metres length of a southern part width of the A40, 6/S1, which runs eastwards from a point 282 metres east of its junction with the Private Access to Fir Tree Farm, is to be stopped up. This area will be absorbed within the new PMA corridor, serving Ambury Close Farm and Fir Tree Farm and the Council's off-highway drainage attenuation features, at the eastern terminal end point of the Access Corridor.

- *New Private Means of Access*

- (i) The easterly cul-de-sac terminal length of the new Private Means of Access, 6/a, serving Ambury Close farm and Fir Tree Farm and the Council's off-highway drainage attenuation features, is to be provided here.

12.13 A40 Dukes Cut – Railway Crossing and Oxford Canal Crossing to East of Underpass Crossing of A34 Western Bypass, and New Cycle Track Link

- *Highways to be Stopped Up*

- (i) A 43 metres length of Footpath 229/12/10 (Gosford and Water Eaton), and a 27 metres length of Footpath 229/11/12 (Gosford and Water Eaton, where those two Footpaths adjoin on the western side of the Dukes Cut canal, are to be stopped up.

- *New Highways*

- (i) The stopped up Footpaths referred to in (i) above, will be replaced with a Cycle Track (with a right of way on foot), which will run from the northern side of the A40, and its integral Cycle Track, and run eastwards, then north eastwards, to connect with underpass crossing of the Dukes Cut canal of the railway, on its south west side. A new Cycle Track (with a right of way on foot), will be provided from the south side of the A40, to connect with Bridleway 320/15/10, both routes providing valuable additions to the Cyclist/Pedestrian network in this vicinity.

Side Roads Order Summary

- 12.13 The SRO is made in relation to the A40 to be improved and short length of new A40 to be constructed along the dualled section. This latter section of proposed A40 will be subject to a preliminary Classification of the new length as the A40, prior to Order making.
- 12.14 The Council is satisfied that where highways are to be stopped up, as a consequence of the Scheme, other reasonably convenient routes for those highways will be provided under the Scheme, allowing the Secretary of State for Transport to satisfy himself on that matter under Section 14(6) of the Highways Act 1980, in his consideration of confirmation of the Side Roads Order.

- 12.15 The Council is also satisfied that where private means of access to premises are to be stopped up under the Side Roads Order, that it is providing another reasonably convenient means of access to the relevant premises under the Scheme, where such premises are to remain, or that other reasonably convenient means of access to those premises already exist, and otherwise that in other instances no access to the premises is reasonably required because such premises are to become absorbed within the Scheme lands, allowing the Secretary of State for Transport to satisfy himself on that matter under section 125(3) of the Highways Act 1980, in his consideration of confirmation of the Side Roads Order.
- 12.16 Additionally, where the Scheme severs land, the Council has addressed the need to provide new means of access to severed land where necessary and where not otherwise served by existing means of access to such land.

13 RELATED ORDERS, CONSENTS AND SPECIAL CATEGORY LAND

Planning Application

- 13.1 Planning permission is required for the Scheme. On 22nd December a planning application was validated for the Scheme by Oxfordshire County Council as the determining local planning authority under application reference R3.0151/21. As noted above, there is no reason why planning permission would not be forthcoming and it is anticipated that it will be granted in Q2 2022.

Traffic Regulation Orders

- 13.2 Traffic Regulation Orders will be required to introduce new, and amend existing speed limits, to prohibit or restrict parking and waiting of vehicles, and to prohibit or restrict the loading and unloading of vehicles.
- 13.3 The A40 between Witney and Dukes Cut currently operates at the national speed limit for a single carriageway – 60 mph. The significant improvements including safety enhancements which the scheme will deliver and the changing face of the surrounding urban landscape demand a more calibrated approach to speeds along the route.
- 13.4 The new dual carriageway extension from the existing section of dual link currently terminating at Hill Farm junction in the west will be upgraded to 70 mph to ensuring consistency with the existing speed limit from the west. This speed limit will be reduced to 50 mph as it approaches the natural ‘breaking point’ presented by the proposed Barnard Gate roundabout at the gates of Eynsham. Going east towards the Park and Ride a further reduction to 40 mph will match the emerging backdrop of increased urbanisation and new road crossings around Eynsham. Further eastwards a mixture of 40 and 50 mph speed limits will be used to obtain the right balance between journey time reliability, travel demand, safety and design constraints.
- 13.5 The Traffic Regulation Orders are in the process of being drafted and are not considered to represent an impediment to the delivery of the Scheme.

Ecology Licences

- 13.6 Licences to manage impacts to protected species are anticipated to be required during construction. This will include:
- Great crested newts: To manage the losses of great crested newt (GCN) ponds in the Eynsham Motocross, it is anticipated that impacts can be managed through the provision of on-site habitat mitigation in addition to applying for a GCN district licence.

- Roosting bats: Two trees within the Scheme boundary have been identified as supporting bat roosts. Subject to detailed design and confirmation of the construction method from the contractor, should removal be required, then a licence from Natural England will be sought.
- Badger: One badger sett was identified near Cassington Halt Bridge. If its closure is required, then a licence from Natural England will be sought.

- 13.7 As per the ecological assessment in the EIA, following the application of best practice construction measures in a Construction Environmental Management Plan (CEMP) prepared by the contractor and applying for protected species licences from the relevant regulators, no significant adverse effects on biodiversity are anticipated.

Network Rail – Asset Protection Agreement

- 13.8 The Council has entered into an Asset Protection Agreement with Network Rail which will enable it to secure the necessary temporary access rights, design approvals and rail possessions to undertake the works to the Wolvercote Railway Bridge.
- 13.9 It is recognised that the various rights required to deliver this work are excluded from the Orders, as they have been obtained via this agreement, however there is no reason to consider as to why this agreement would not obtain all the necessary rights to carry out this element of the Scheme.

Special Category Land

Statutory Undertakers' Land

- 13.10 The Acquiring Authority has concluded that the only Special Category Land is that which is owned by Statutory Undertakers. There is no land which is classified as public open space, allotments, consecrated ground or land within the ownership of the Crown Estate or the National Trust.
- 13.11 The Order Land includes land which has been previously acquired by a statutory undertaker for the purposes of their undertaking.
- 13.12 Should a statutory undertaker object to the Order and make a representation under Section 16 of the Acquisition of Land Act 1981 in respect of such land, it cannot be confirmed unless the Secretary of State for Business, Energy and Industrial Strategy is satisfied that the land in question can either be purchased without serious detriment to the carrying on of the undertaking, or that if purchased, it can be replaced by other land belonging to, or available for acquisition by the undertakers.

- 13.13 The Acquiring Authority has been working with Network Rail to allow a series of night time possessions, where the Acquiring Authority will occupy the area and where Network Rail will shut off the power to the railway line and stop train movements in the localised area to allow work to be undertaken for approximately 8 hours each time. The Acquiring Authority has entered in to an Outside Party Asset Protection Agreement with Network Rail and have all the agreements in place to allow access to the land in order to carry out the works.
- 13.14 Further parcels of land are also required from Thames Water, The Environment Agency and Natural England. However, the Council does not believe that these pieces of land are used, owned and occupied for the purposes of undertaking their statutory duties. Further discussions are ongoing in this regard.
- 13.15 In accordance with the New Roads and Street Works Act 1991, extensive discussions have taken place with all statutory undertakers to determine if they are affected by the Scheme. Potential necessary measures and diversions that will be required where their operational apparatus is likely to be impacted have been discussed with the statutory undertakers. All of the statutory undertakers have received 'C4' detailed estimate applications and the Acquiring Authority is currently awaiting responses to these applications (see Table 6 below). Bearing this in mind, and in consideration of the ongoing negotiations with the relevant statutory undertakers, it is considered that there will be no serious detriment to the carrying on of the undertaking and, as such, section 16(2) is satisfied.

Utilities Provider	C4 application submitted	C4 Detailed estimate ETA
Openreach BT	22/11/2021	20/02/2022
SGN IP Dualling	20/09/2021	14/01/2022
SGN IP Cassington New Bridge	TBC	TBC
SGN IP Eynsham Underpass	13/12/2021	04/04/2022
SGN MP Main	29/11/2021	10/02/2022
SSE	03/12/2021	15/01/2022
Virgin Media	18/11/2021	20/01/2022
Thames Water	01/12/2021	01/07/2022
Gigaclear	29/11/2021	20/02/2022

Table 6: C4 Statutory Undertakers correspondence summary

14 INSPECTION OF DOCUMENTS AND CONTACT DETAILS

14.1 The following documents are available for public inspection during normal opening hours at the following locations;

- Oxfordshire County Council, County Hall, Oxford OX1 1DJ.
- Eynsham Library, 30 Mill Street, Eynsham OX29 4JS
- Witney Library, Welch Way, Witney OX28 6JH

14.2 The documents are:

- the Order and Order Schedule;
- the Order Map;
- the SRO and SRO schedule;
- the SRO plan; and
- this Statement of Reasons.

14.3 The documents can also be viewed on the Acquiring Authority's website at <https://www.oxfordshire.gov.uk/a40programme>

14.4 Interested parties affected by the Order who wish to discuss matters with the Acquiring Authority should contact Tom Shuttleworth, Programme Lead, by one of the following means:

- by telephone on 07908 059132
- by e-mail to tom.shuttleworth@oxfordshire.gov.uk
- by post to Oxfordshire County Council, County Hall, Oxford OX1 1DJ marked for the attention of

Mr T Shuttleworth, Programme Lead, Environment and Place Directorate

Divisions Affected - ALL

CABINET

18 January 2022

Civil Enforcement of Moving Traffic Offences Report by Corporate Director of Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to:**
 - (a) Approve submission of an application to the Department for Transport to apply for a Designation Order for Oxfordshire to enforce moving traffic offences.
 - (b) Approve the Site Selection Criteria at Annex 1 and Resource Prioritisation Framework at Annex 2 to manage decisions for potential enforcement delivery.

Executive Summary

2. The Department for Transport will be inviting applications for a Designation Order to enable a Highway Authority to undertake civil enforcement of site specific Traffic Regulation Orders within a geographical area already covered by Civil Parking Enforcement. For Oxfordshire, this can include the whole County as Civil Parking Enforcement is now Oxfordshire wide.
3. The Designation Order will allow Oxfordshire County Council to select sites for enforcement by camera to better manage the bus network, promote active traffic and clean air policies and better manage the network as required by the Traffic Management Act 2004.
4. When making the application, the Department Transport is requesting that this is supported with some initial specific sites identified for implementation to ensure the order is used.
5. To support the prioritisation of resources, site selection criteria (Annex 1) and resource prioritisation framework (Annex 2) have been identified.

Background

6. The Government is taking the extension of the Traffic Management Act Part 6 powers to those in England outside London (Wales and London already have these powers) through Parliament with anticipation it will come into force early 2022. It is expected applications will be invited end Feb / early March 2022, with a decision and successful designation orders made late spring.
7. These powers will enable the County Council as the highway authority to enforce certain moving vehicle offences such as no entry, yellow boxes, banned turns, traffic restrictions and environmental weight limits. Full details of what these specific restrictions are can be found at Annex 3.
8. The County Council can apply to the Department for Transport for a Designation Order in the same areas that are covered under Civil Parking Enforcement. For Oxfordshire, this encompasses the whole of the geographical area of the County.
9. The Designation Order can apply for the whole of Oxfordshire and will allow for the enforcement of traffic offences by the County Council (in addition to Thames Valley Police who will retain their power to do so). Its purpose is to enable authorities to manage specific problem areas through Automatic Number Plate Recognition camera enforcement (similar to the bus lanes) with the fines being retained by the authority to cover the maintenance and management costs.
10. The Department for Transport has provided guidance on the conditions that a local authority must meet and commit to in respect of bringing forward moving traffic enforcement sites. The key requirements are:
 - (a) Have the support of the appropriate Chief Officer of Police
 - (b) Carried out a minimum six-week public consultation on the detail of planned civil enforcement of moving traffic contraventions.
 - (c) Considered all objections raised and has taken such steps the Council considers reasonable to resolve any disputes.
 - (d) Carried out effective public communication and engagement as the Council considers appropriate, for example using local press and social media, and that this will continue up to the start of enforcement and for a reasonable period thereafter.
 - (e) Ensured all moving traffic restrictions to be enforced will be underpinned by accurate Traffic Regulation Orders and indicated by lawful traffic signs and road markings.
 - (f) Ensured all relevant equipment has been certified by the Vehicle Certification Agency specifically for the moving traffic contraventions.

Proposed Approach

11. To support resource and programme prioritisation, consideration has been given to when enforcement by camera should be explored and progressed. Criteria to help select sites for camera enforcement and a resource prioritisation framework has been developed. Essentially there must be an adherence problem that the council is not able to sensibly 'design out' through delivery of physical changes. Identification of locations will be done on a case-by-case basis in line with Department for Transport guidance and as set out in our own criteria.
12. Different types of restrictions have differing implementation, operation costs, and complexity - which will also need to be considered and factored into programme decisions. The most complex, and probably resource intense in terms of enforcement, is Environmental Weight restrictions due to the allowance of local delivery.
13. The Department for Transport has committed a timeframe for those applying in Tranche 1, but there is no indication of when further applications may be able to be considered. We are therefore keen to apply for and obtain a Designation Order in tranche 1 in order to have the powers available to us.
14. To support the application and make sure local authorities progress and implement the new powers given in a timely manner, the Department for Transport is requesting that some specific sites are identified and implementation to ensure the order is used. Officers in liaison with Thames Valley Police, using the criteria and prioritisation framework, will identify sites which will be agreed in liaison with the Cabinet Member for Highways Management.
15. Consultation on the intention to enforce by camera at these sites will be undertaken, with valid concerns/objections being considered resulting in either correction of the issue, or removal of the site from the initial programme.
16. Valid concerns/objections are aspects such as; the Traffic Regulation Order and signage not matching, the order being out of date and no longer making sense, the restriction not being clear and understandable, the design of the restriction makes it possible to enforce by camera.

Corporate Policies and Priorities

17. Introduction of Part 6 supports the following Fair Deal Alliance priorities:
 - Put action to address the climate emergency at the heart of our work.
 - Prioritise the health and wellbeing of residents.
 - Invest in an inclusive, integrated, and sustainable transport network.
 - Work with local businesses and partners for environmental, economic, and social benefit.

18. In addition, the proposal supports the delivery and ambition within the emerging Local Transport and Connectivity Plan, emerging Network Management Plan and Local Transport Policies.

Financial Implications

19. Funding the work required for the initial application and associated delivery commitments will come from existing revenue staffing budgets and existing capital budgets (to a maximum of £50k) as approval to make an application is required ahead of wider council budget decisions.
20. To deliver camera enforcement cohesively across Oxfordshire will require capital funding. The table below indicates the expected level of funding required based on initial work officer have undertaken with Thames Valley Police on the potential number of sites requiring camera enforcement intervention. This requirement is being considered as part of the budget setting process.

Narrative	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000	2026/27 £'000	Up to 2031/32 £'000	Total
Capital Investment	300	500	500	200	200	1,000	2,700

21. The initiative is expected to bring in income which will in the first instance be used to cover the operating costs of the enforcement. The estimated net income tabled below is considered and being identified as saving as part of the Budget Strategy process. Any surplus income above this allocation could be used to fund part of the capital investment and or the costs of Prudential Borrowing interest.

Narrative	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000
Operational Costs	45	125	200	200
Income	-175	-455	-780	-780
Net Income	-130	-330	-580	-580

Comments checked by:

Rob Finlayson, Finance Business Partner

Rob.finlayson@oxfordshire.gov.uk

Legal Implications

22. The legislation this is being progressed under is part 6 of the Network Management Act 2010. The county council will be required to adhere to the requirements set down by the Department for Transport and ensure that the site-specific Traffic Regulation Orders comply with legal requirements and the site-specific consultations are carried out correctly.
23. The Civil Enforcement of Parking Contraventions (England) General Regulations 2007 modifies s55 and whilst it continues to apply to parking contraventions, at Reg 25(5) it modifies s55 and adds the following as S55(11):

A reference in this section to the income and expenditure of an authority as an enforcement authority is to their income and expenditure in connection with their functions under Part 6 of the 2004 Act (civil enforcement).

24. Part 6 of the Traffic Management Act 2004 is the part that enables Civil Enforcement of traffic contraventions (and the contraventions covered have been extended by the 2018 Regs) and so the income and expenditure from moving traffic offences should be accounted for in the same manner as for parking contravention income and expenditure.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Legal Services)

Jennifer.crouch@oxfordshire.gov.uk

Procurement Implications

25. The management of enforcement is planned to be undertaken through the councils existing contract for enforcement of parking and bus lanes.
26. The implementation of the required infrastructure to enable enforcement to take place has yet to be confirmed, but is expected to be through one of our existing highway infrastructure delivery contracts or framework available to us.

Comments checked by:

Melissa Sage, Head of Procurement & Contract Management

melissa.sage@oxfordshire.gov.uk

Staff Implications

27. There are no staffing implications in respect of applying for a Designation Order. Resources to design and deliver enforcement infrastructure will be secured through consultancy if additional resources are required.
28. Management of the new restrictions will be managed within existing staffing.

Equality and Inclusion Implications

29. An assessment has been undertaken for the proposal in general. In summary no negative impacts were identified as a result of this proposal. Positive impacts were identified in terms of reducing congestion, promoting active and public transport travel, improving air quality and supporting local transport policies.
30. It is important to note that sites for Part 6 enforcement will be selected and enforced against the existing Traffic Regulation Orders and maintain the existing exemptions (where they apply) for those with a right of access/exemption. It is only the style of enforcement is changing, not the restriction itself. Therefore, there are not considered to be any new implications as a result of this decision.
31. However, where new restrictions are promoted for particular locations, full consideration will be given to Equality and Inclusion as part of the Traffic Regulation Order process. A full Equality & Climate Impact Assessment will be completed and included as part of the decision-making process.

Sustainability Implications

32. The enforcement itself for some locations will support active travel measures and support delivery of a sustainable transport network.
33. Materials for the additional infrastructure on the highway will be designed and use implementation techniques to minimise the impact of carbon and climate.

Risk Management

34. Parliamentary and subsequent Department for Transport application approval is still required. There is a risk that this will not be given, or more likely that it could be delayed. This would have an impact on forecasted expenditure and income projected.
35. Following several years of limited enforcement there may be confusion or push back by the public. To help manage this, in addition to the consultation requirement, a period of grace with just warning letters issued for an initial period. The Department for Transport have confirmed that during the first six-months of any camera enforcement, the 'first offence' should be subject to a warning notice with any subsequent contraventions subject to a penalty charge notice. This will be incorporated into our operating procedures.

Consultations

36. The Chief Officer of Thames Valley Police has confirmed support 'in principle', formal approval for specific sites will be sought as they come forward.
37. No public communication has yet been undertaken. A consultation on the initial sites committed as part of the application will be undertaken if a decision to apply for these powers is agreed.
38. If an application is made and Oxfordshire is successful in obtaining a Designation Order, then future sites identified for civil enforcement by camera will be subject to public consultation on a site-by-site basis. In the event that Oxfordshire is not included in Tranche 1 further work on site identification will continue in preparation for Tranche 2.

BILL COTTON

Corporate Director of Environment and Place

Annex 1:	Site Selection Criteria
Annex 2:	Resource Prioritisation Framework
Annex 3:	Specific restrictions camera enforcement applies to (Traffic Management Act 2004 – Schedule 7 signs for civil enforcement).
Background papers:	None
Other Documents:	None

Contact Officers:

Paul Fermer, Assistant Director (Operations)

Keith Stenning, Head of Network Management

January 2021

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ANNEX 1

Site Selection Criteria

Traffic Management Act 2004 Part 6 Powers (Civil Enforcement of Moving Traffic Offences)

1. Part 6 enforcement of Traffic Regulation Orders will be subject to:
 - a. Full communication and engagement with the local county councillor and town or parish council.
 - b. Support from Thames Valley Police for powers to be enacted.
 - c. A legal and enforceable Traffic Regulation Order.
 - d. Designed to maximise clarity and understanding to members of the public.
 - e. An Equality and Climate Impact Assessment.
 - f. A public consultation as part of the process.

2. Locations should be:
 - i. Identified as being subject of regular contravention of the Traffic Regulation Order as determined by advice from Thames Valley Police or on-site observations; and
 - ii. Unable to practically, and at reasonable cost, make physical changes to make the order self-enforcing (avoiding the need for part 6 camera enforcement); and
 - iii. Support the overall ambitions within the Local Transport & Connectivity Plan, Network Management Plan and developing Area Strategies; and/or
 - iv. Be adjacent or close to a bus route; and/or.
 - v. Have recorded evidence of accidents, or ancillary information relating to accidents or near misses; and/or
 - vi. Support the success of wider initiatives being implemented such as, but not limited to, Schools Streets, Low Traffic Neighbourhoods, Bus Journey Time Improvement.

Keith Stenning – Head of Service (Network Management)
January 2022

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ANNEX 2

Resources Prioritisation Framework

Traffic Management Act 2004 Part 6 Powers (Civil Enforcement of Moving Traffic Offences)

1. This document identifies how resources for the provision of Part 6 powers programme will be prioritised.
2. The County Council's programme will be delivered based on need and available funding.
3. An annual programme to assess Part 6 schemes for inclusion in the following years programme will be undertaken. Sites requiring urgent resolution will be brought into the existing programme where funding and public consultation process allows.
4. It is assumed that new projects and schemes such as Low Traffic Neighbourhoods (revised and new) and improved infrastructure will have Part-6 enforcement funded and implemented as part of the project if appropriate.
5. Funding and staffing resources will be prioritised on the following considerations:
 - a) Number of contravention (as advised by Thames Valley Police and/or on-site observations via a survey).
 - b) Number of recorded incidents (killed or seriously injured).
 - c) Safety concerns and potential accident severity if contravention breached.
 - d) Number of residents, business and organisations concerns or complaints.
 - e) Supporting the councils Climate Action agenda.
 - f) Scale of positive impact on active travel and bus users
 - g) Scale of positive impact on the network – levels of delay/congestion
 - h) Technical complexity and cost to implement. With easy to implement and lower cost enforcement being implemented first.










Keith Stenning – Head of Service (Network Management)
December 2022









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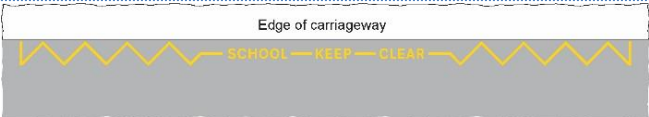

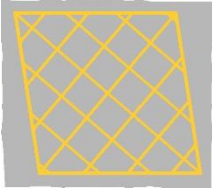
Annex 3: Camera Enforceable Restrictions

Under Schedule 7 to the Traffic Management Act 2004 ("the 2004 Act"), restrictions indicated by the traffic signs in the table below, as prescribed in the Traffic Signs Regulations and General Directions 2016 (as amended: 'TSRGD') are civilly enforceable as moving traffic contraventions. This applies to any permitted variant under TSRGD; for example, diagram 606 when varied to point ahead or to the right.

Moreover, it should be noted that Ministers have only agreed to implement the Part 6 powers in respect of this existing list of traffic signs, with the exception of the additional diagram 1027.1, to create parity with London.

Description	TSRGD diagram number & location	
Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	

Description	TSRGD diagram number & location	
Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motor cycles prohibited	619.1 (Schedule 3, Part 2, item 18)	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited.	622.1A (Schedule 3, Part 2, item 13) (NOTE: moving traffic offences covers environmental weight limits only NOT structural weight limits)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	

Description	TSRGD diagram number & location	
Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10	1027.1 (Schedule 7, Part 4, item 10)	
		
Box junction markings	1043 (Schedule 9, Part 6, item 25)	

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Divisions Affected – Kidlington South

CABINET

18 January 2022

LAND AT STRATFIELD BRAKE, KIDLINGTON – PROPOSAL FROM OXFORD UNITED FOOTBALL CLUB TO OXFORDSHIRE COUNTY COUNCIL AS LANDOWNER

Report by Corporate Director, Commercial Development, Assets and Investment

RECOMMENDATION

1. The Cabinet is RECOMMENDED to

- a) Enter into negotiations as requested by Oxford United Football Club (OUFC) and with Oxfordshire County Council's current tenants to enable the use of Oxfordshire County Council (OCC) owned land for the development of a new football stadium, subject to planning permission.

2. If Cabinet decide to proceed it is RECOMMENDED that

- a) Officers ensure that any proposal by OUFC is consistent with the Oxfordshire Fair Deal Alliance's priorities, by achieving the following objectives for the use of the OCC's land:
 - i. maintain a green barrier between Oxford and Kidlington and improve access to nature and green spaces;
 - ii. enhance facilities for local sports groups and on-going financial support;
 - iii. significantly improve the infrastructure connectivity in this location, improving public transport to reduce the need for car travel in so far as possible, and to improve sustainable transport through increased walking, cycling and rail use;
 - iv. develop local employment opportunities in Oxfordshire;
 - v. increase education and innovation through the provision of a sports centre of excellence and facilities linked to elite sport, community sport, health and wellbeing;
 - vi. support OCC's net zero carbon emissions pledge through high sustainable development;
- b) Officers enter negotiations and agree a deal that achieves community benefit, meet OCC's aspirations and complies with The European Union

(Future Relationship) Act 2020 and is in accordance with S.123 of the Local Government Act 1972.

- c) Cabinet agree delegated authority to the Corporate Director, Oxfordshire County Council – Commercial Development, Assets and Investment, in consultation with the Portfolio Holder for Finance & Property, to agree financial terms and to instruct OCC Legal Services accordingly.

Executive Summary

- 3. Oxford United Football Club (OUFC) have approached OCC and requested that OCC transfer c.18 hectares (44.48 acres) of land for the development of a new 18,000 capacity football stadium with ancillary leisure and commercial facilities to include, hotel, retail, conference, and training/community grounds.
- 4. OUFC's proposal requests that the majority of OCC's freehold land holding at Stratfield Brake be transferred to them for a term of 250 years. The land is currently leased out to three tenants by OCC being CDC (who in turn sub-lease to Kidlington Parish Council and Water Eaton and Gosford Parish Council), The Woodland Trust and Foxcotte Fencing Limited.
- 5. Taking account of this Council's commitment to maintaining access to nature, Officers have excluded from the proposal land leased from OCC by The Woodland Trust (c. 2.8 ha / 7 acres).
- 6. An 'Ethical Wall' has been put in place to avoid potential conflicts of interest between OCC and CDC and to ensure that the interests of each Council are represented independently by named officers.

Background

- 7. OCC purchased part of the land at Stratfield Brake in 1937, to provide a strategic gap between north Oxford and Kidlington – the site is in the Green Belt. If all the various sites allocated for residential development in the Local Plans are built out, it would become an important piece of land preventing the 'coalescence of the settlements'. Consequently, any proposal for the use of this land must provide solutions to maintain a green barrier that is accessible to the public. This will include efforts by officers to identify additional land at Stratfield Brake that could be purchased by OCC to maintain a strategic green belt gap.
- 8. Part of the site is already sports ground. If a decision is made to support OUFC's proposal, the cost to replace facilities of at least a comparable standard as the existing community sports facilities at Stratfield Brake will be the responsibility of OUFC. Furthermore, the community sports facilities will be re-provided in such quantity and quality as agreed with the local planning authority and community clubs, and the annual operational costs for the community

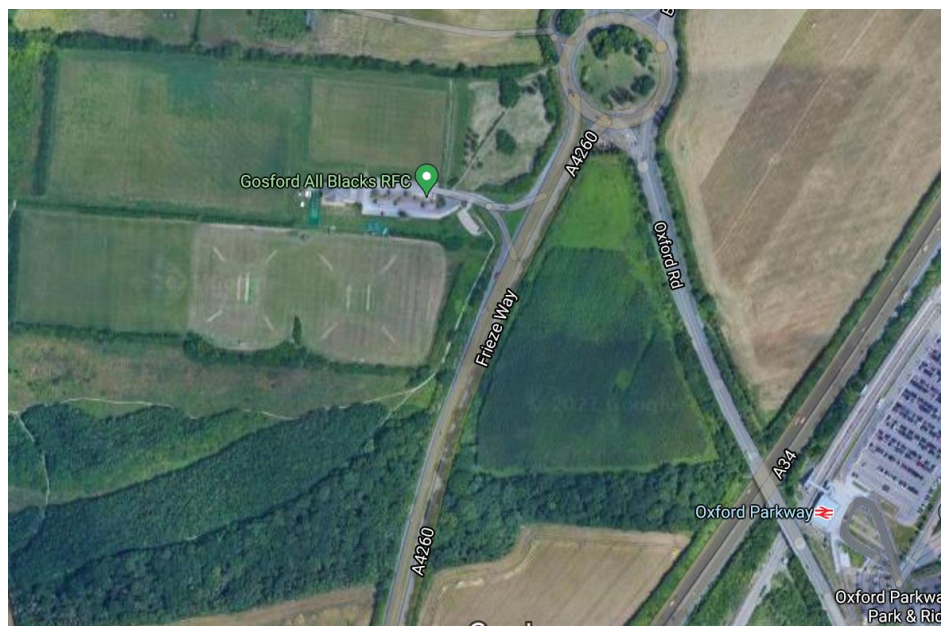
sports facilities will be taken on as the responsibility of OUFC for the full term of their lease.

Land Ownership

9. The aerial photo below shows the area of land subject to the proposal within its wider context.



10. The aerial photo below shows the area of land subject to the proposal.



Key Issues

11. OCC have received a proposal from OUFC to acquire a 250 year long-leasehold interest in the land. OUFC propose that the lease would be taken in the name of a corporate entity, owned 100% by Oxford United Directors shareholders, to be set up to develop the scheme. If the Club should cease to exist, the headlease will allow it to be leased to another professional football club. Any sublease of the Stadium site will require the Stadium to remain in place with community sports taking place in it at times when it is not being used for professional football. The Club would be required to register the stadium as an 'Asset of Community Value' to safeguard the future of the asset.
12. Whilst the proposal is for OUFC to lease c.18 hectares (44.48 acres) it may be helpful to note that the existing sports facilities comprises c.10 ha (25 acres) which will be subsumed into the proposal.
13. OUFC request that the remainder of the OCC land not utilised for the Stadium may be sublet as a whole or in parts by the corporate entity of OUFC, at a market rent to operators providing commercial and leisure facilities such as retail, hotel and conference facilities. All of these would, of course, be subject to planning approval. It is understood that the revenue from these is required to fund the construction of the Stadium. In the event that the OUFC fold and no professional football club can be found to sublease the Stadium, the entire headlease is assigned to the landlord.
14. Part of the site is a sports ground as shown on the plan above. OCC is not in possession / control of the sports ground, having leased the majority of it out until 2097 to CDC at a rent of £1 per annum, who have in turn sub-let to Kidlington Parish Council (KPC) for a similar term. There are no break clauses in these leases, hence there would need to be a tripartite agreement for any early surrender and all three Councils would need to satisfy themselves that they are receiving best value under any future arrangement. Negotiations would need to take into account that local clubs use the sports ground and it would be vital to ensure that community use of the site is secured for the future.
15. An area of land to the west of CDC's interest, which is leased out by OCC to The Woodland Trust, was originally included within OUFC's proposals. However, this has now been excluded. Officers will continue to challenge OUFC's design proposals to ensure that the minimum amount of Green Belt land is developed upon. They will also seek to maximise increases in public access to green spaces as a result of the proposals (e.g. to the triangular piece of land which is currently inaccessible).
16. The triangular piece of land is let on a short-term basis to Foxcotte Fencing Limited at a rent of £418 per annum, with the ability for OCC to break the lease on 12 months' notice.
17. Any decision to support the development of this land located within the Green Belt, should take into consideration the reason that OCC acquired this land, being to prevent the 'coalescence of the settlements' and to provide a strategic

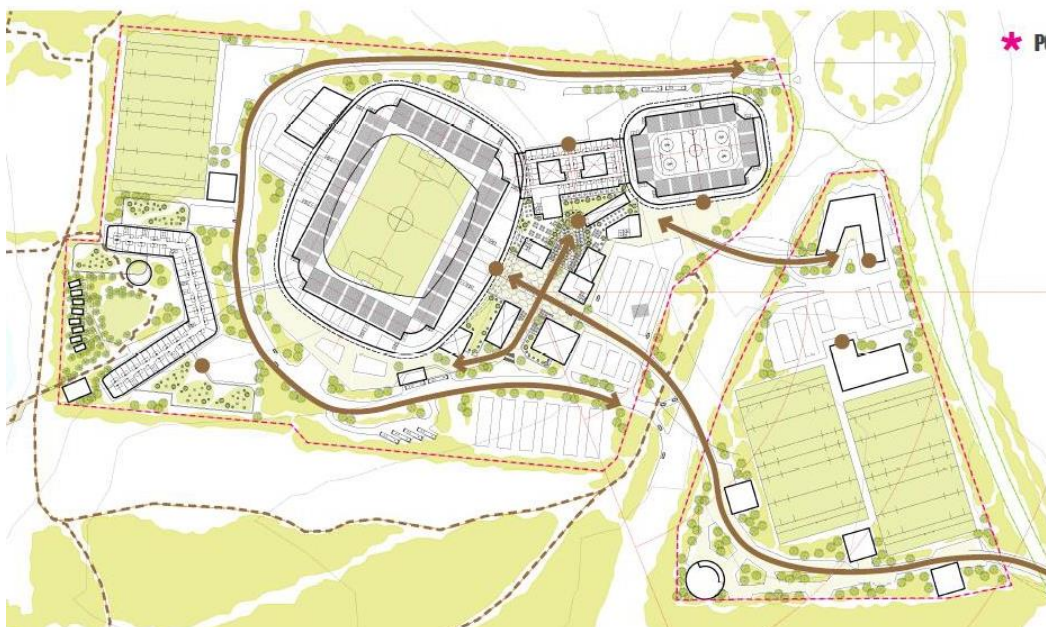
gap between north Oxford and Kidlington. Officers recognise that the loss of Green Belt is a challenge in terms of National Planning Policy and political perception. The land hatched below, being approximately 18.6ha (46 acres), is let by OCC to The Woodland Trust, and Officers will ensure that none of this land will be included in any agreement with OUFC.



18. The proposal provides opportunities to significantly improve the infrastructure connectivity in this location and to work with key stakeholders (including local Sports Clubs) to enhance facilities for the benefit of the local community. OUFC are committed to supporting OCC's net zero Carbon emissions pledge to new developments and to improving public transport to reduce the need for car travel in so far as is possible.
19. CDC are the local planning authority. Under the terms of the proposal OUFC are entirely responsible for obtaining planning permission subject to approval from OCC as landowner. It should also be noted that OCC will be Statutory Consultee in any planning application.
20. To enable OCC to conclude negotiations with the various leaseholders and for OUFC to obtain satisfactory detailed planning consent for a new Stadium, an early decision as to whether to proceed in principle is required so that legal and pre-planning due diligence can be concluded by May 2022, a planning application submitted by May 2023 and construction of the new Stadium to be completed by May 2026.
21. The reason for the OUFC proposal is as a result of the Club's plans to relocate their existing facilities from the Kassam Stadium and to construct a new stadium with ancillary leisure facilities, thereby providing a new home for the Club within a new 'leisure destination hub' supporting growth in tourism, leisure, and employment within Oxfordshire. OUFC's agreement to play at the Kassam Stadium ends in May 2026, after which the Club have nowhere to play. Consequently, there is a short window of opportunity for them to find a new home.

22. The relocation of OUFC is likely to be of significant media and public interest, both locally and nationally. In addition, any support given to the development of Green Belt land may also attract attention. Consequently, throughout the process, it will be necessary for Officers to carefully coordinate media communications

An illustrative masterplan of the proposed scheme is below:



Oxfordshire Fair Deal Alliance Principles

23. Officers consider that the proposal provides opportunities that support the Oxfordshire Fair Deal Alliance principles for the use of the OCC's land including;
- (a) maintaining a green barrier between Oxford and Kidlington and improving access to nature and green spaces;
 - (b) enhanced facilities for local sports groups and on-going financial support;
 - (c) significantly improve the infrastructure connectivity in this location, improving public transport to reduce the need for car travel in so far as possible, and to improve sustainable transport through increased walking, cycling and rail use;
 - (d) develop local employment opportunities in Oxfordshire. Estimated 800+ new jobs;
 - (e) increase education and innovation through the provision of a sports centre of excellence and facilities linked to elite sport, community sport, health and wellbeing;
 - (f) support OCC's net zero carbon emissions pledge through high sustainable development;

Financial Implications

24. The potential financial implications are set out in Appendix 1.

Comments checked by:

Ian Dyson, Assistant Director of Finance, ian.dyson@oxfordshire.gov.uk

Legal Implications

25. It should be noted that this Report relates to OCC as landowner, and not as Statutory Authority.
26. Councils are required to maximise the land value in accordance with S.123 of the Local Government Act 1972 and cannot dispose of land for a consideration (i.e. monetary payment) less than the best that can be reasonably obtained in the market, except with permission of the Secretary of State.
27. OUFC have provided Counsel's Opinion stating that as long as OUFC's proposal is compliant with S.123 of the Local Government Act 1972, the proposal is unlikely to give rise to state aid or subsidy concerns. Legal Services will seek verification of this in due course, but at present have no reason to doubt it.
28. In view of CDC's involvement with the transaction (both as current lessee of the site and as planning authority) and because CDC is being asked to surrender an asset (its existing lease) to facilitate the transaction, there is potential for conflict of interest between the two authorities. Maintaining the Ethical Wall between officers referred to at paragraph 6 above will be important.

Comments checked by:

Richard Hodby, Solicitor, Legal Services (richard.hodby@oxfordshire.gov.uk)

Equality & Inclusion Implications

29. As part of any proposal both OCC and CDC will be looking to see that the sports clubs and community uses will continue to be provided within any new development.
30. In light of the proposed location which is close to existing public transport facilities it will provide easier access for the public.
31. The proposal would provide for an increase in local employment opportunities estimated by OUFC at 800+ new jobs.

Sustainability Implications

- 32. Any proposal by OUFC must support OCC's net zero Carbon emissions pledge through high sustainable development aspirations and overall net zero emissions targets.
- 33. Any proposal must seek to enforce less reliance on cars and improve sustainable transport through increased walking, cycling, and rail use.
- 34. Opportunity to design and create a state of the art, sustainable building with ancillary facilities that recognise the challenge of climate change.

Risk Management

- 35. Consideration should be given to the political, local and planning challenges of supporting development on OCC owned land that is located within the Green Belt.
- 36. Negotiations between the various leasehold interests, stakeholders and users will need to be carefully managed to ensure existing community facilities are re-provided and disposal of land at best value is achieved.

Proposed Next Steps

- 37. If agreed, Officers to explore and negotiate a commercially acceptable proposal, and to undertake appropriate due diligence, in accordance OCC's statutory functions and legal obligations.
- 38. Officers to write to OUFC clearly setting out the Oxford Fair Deal Administration's commitments for the use of OCC owned land.

CEDR Member:

Steve Jorden, Corporate Director, Oxfordshire County Council – Commercial Development, Assets and Investment

Contact Officer:

Charles Maxlow-Tomlinson, Investment and Development Consultant, Oxfordshire County Council – Property, Investment & FM, Commercial Development, Assets and Investments

January 2022

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Division(s): N/A

COUNTY COUNCIL – 18 JANUARY 2022

DELEGATED POWERS – QUARTERLY REPORT

Report by the Director of Law & Governance

RECOMMENDATION

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

Executive Summary

2. Under the Scheme of Delegation in the Council's Constitution (Part 7.1, paragraph 6.3 (c)(i)), the Chief Executive is authorised to undertake an executive function on behalf of the Cabinet. Cabinet receives a quarterly report on the use of this delegated power in relation to such executive decisions; that is, decisions that might otherwise have been taken by Cabinet.
3. This report refers to executive decisions taken during the period July to September 2021 inclusive.

Executive decisions – October to December 2021

4. The following executive decisions were taken during this period:

Date	Subject	Decision	Reason
25 October 2021	Unaccompanied Young Asylum Seekers - Exemption from Contract Procedure Rules	Approved an exemption from the Contract Procedure Rules which would enable Oxfordshire County Council to directly award contracts with Providers offering housing management and support in across multiple properties, creating a total of 30 units for unaccompanied young people aged 18+ for 12 months.	There is no move on accommodation commissioned for UASC that turn 18 for those being housed under the NTS as this is a new requirement. If the Council does not create move on accommodation for when young people housed through the NTS this could create blockages in the schemes set up for NTS as explained in the 16-17 year old NTS paper.
28 October 2021	E-Scooter (Concession) Contract	Approved an exemption from tendering under Contract Procedure Rule ("CPR") 20 in respect of a	This will allow users across a wider geographic area to benefit from the e-

Date	Subject	Decision	Reason
		4 month extension of OCC's current (concession) contract re e-scooter public hire trial, which contract is due to expire 30 November 2021	scooters for a longer period and avoid a break in service for those users relying on the scheme. Without which, the County Council's participation with the DfT e-scooter public hire trials will end upon the expiration of the current VSO – dated 30th November 2021. This would undermine the County Council's ability to build a robust evidence base about e-scooter usage within the Oxford urban area.
30 November 2021	The Community Information Network (CIN) by Age UK.	Approved an exemption from tendering under Contract Procedure Rule ("CPR") 20 to award a new 12-month contract to Age UK for the provision of a Community Information Network (CIN) throughout Oxfordshire.	The current service run by Age UK (Oxfordshire) is achieving its contractual outcomes. This proposal will ensure that there is service continuity and provision for residents. There is no evidence that these services could be provided for less than the current value.

Legal Implications

5. There are no legal implications arising from this report. It is a requirement of the Council's Constitution (Part 7.1, paragraph 6.3(c)(i) that Cabinet receive a quarterly report on the use by the Chief Executive of executive functions. Each of the decisions reported were undertaken in the context of a legal appraisal.

Financial Implications

6. There are no financial implications arising from the recommendations in this report. It is a procedural item reporting on decisions previously taken. Each of the decisions reported were undertaken in consultation with the Director of Finance.

ANITA BRADLEY

Director of Law & Governance

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

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Division(s): N/A

CABINET – 18 JANUARY 2022

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Cabinet, 15 February 2022

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ COVID Progress and Planning Update To review progress and planning for COVID-19 response, recovery and renewal. 	Cabinet, 2021/222 - Leader
<ul style="list-style-type: none"> ▪ Consultation and Engagement Strategy To seek approval of the overall consultation and engagement approach and proposals within the Cabinet paper submitted. 	Cabinet, 2021/165 - Cabinet Member for Corporate Services
<ul style="list-style-type: none"> ▪ West Oxfordshire Civil Parking Enforcement To seek approval to terminate the agency agreement with West Oxfordshire District Council for the provision of civil parking enforcement services. 	Cabinet, 2021/217 - Cabinet Member for Highway Management
<ul style="list-style-type: none"> ▪ OCC Social Value Policy To seek approval for final draft version of the OCC Social Value Policy. 	Cabinet, 2021/223 - Cabinet Member for Finance
<ul style="list-style-type: none"> ▪ Oxfordshire Infrastructure Strategy (OxIS) Stage 1 - Endorsement to Final Report To seek endorsement of the OxIS Stage 1 and consider how the framework can be integrated into County Council process on infrastructure prioritisation. 	Cabinet, 2021/163 - Cabinet Member for Travel & Development Strategy

Deputy Leader of the Council, 15 February 2022

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ Formal Approval of Early Years Funding Formula 2022/23 To seek approval for the funding formula for 2 year old and for 3 and 4 year old provision. 	Deputy Leader of the Council, 2021/186

Cabinet Member for Highway Management, 24 February 2022

Topic/Decision

Portfolio/Ref

<ul style="list-style-type: none"> ▪ Kirtlington Village: Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/175
<ul style="list-style-type: none"> ▪ Bicester: Perimeter Road - Proposed New 40mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/171
<ul style="list-style-type: none"> ▪ Chesterton: Alchester Road and Orchard Rise - Proposed Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2020/137
<ul style="list-style-type: none"> ▪ Cowley LTNs - Experimental Traffic Regulation Order To seek approval on whether to amend, make permanent or remove experimental scheme. 	Cabinet Member for Highway Management, 2021/191
<ul style="list-style-type: none"> ▪ Oxford: Cutteslowe Controlled Parking Zone - Proposed Inclusion of Bourne Close and David Walter Close To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/208
<ul style="list-style-type: none"> ▪ Oxford: Magdalen South Controlled Parking Zone - Proposed amendments in Silver Road To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/209
<ul style="list-style-type: none"> ▪ Harwell: B4493 and Village Roads - 20mph and Traffic Calming Measures To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/226
<ul style="list-style-type: none"> ▪ Oxford: Mayfield Road - Proposed Amendment to One Way Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/227
<ul style="list-style-type: none"> ▪ Oxford: St Leonards Road - Proposed Exclusions for Permit Eligibility and Amendment to Waiting Restrictions and Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/228

Topic/Decision**Portfolio/Ref**

<ul style="list-style-type: none"> ▪ Countywide - Proposed Use of Virtual Parking Permits in Residents Parking Scheme To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/229
<ul style="list-style-type: none"> ▪ Cherwell and West Oxfordshire Districts - Proposed New and Deleted Disabled Persons Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/230
<ul style="list-style-type: none"> ▪ Banbury: A422 Stratford Road - Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/240

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