



Notice of a Meeting

Place Overview & Scrutiny Committee Wednesday, 2 February 2022 at 10.00 am County Hall

These proceedings are open to the public

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

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

Places at the meeting are very limited. 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.

Membership

Chair - Councillor Ian Snowdon
Deputy Chair - Councillor Charlie Hicks

<i>Councillors:</i>	Brad Baines	Kieron Mallon	Richard Webber
	Yvonne Constance	Sally Povolotsky	
	OBE	Judy Roberts	
	Dan Levy		

Notes: *Date of next meeting: 6 April 2022*

For more information about this Committee please contact:

Chair	-	Councillor Ian Snowdon E.Mail: ian.snowdon@oxfordshire.gov.uk
Committee Officer	-	<i>Chris Reynolds</i> Tel: 07542 029441 E-Mail: chris.reynolds@oxfordshire.gov.uk

Yvonne Rees
Chief Executive

January 2022

What does this Committee review or scrutinise?

Climate change, transport, highways, planning and place-based services. Including the delivery of regulatory services, fire and rescue, community safety and community services such as libraries. NB This Committee will act as the Council's 'Crime and Disorder Committee'.

How can I have my say?

We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am 4 working day before the date of the meeting.**

About the County Council

The Oxfordshire County Council is made up of 63 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 678,000 residents.

These include:

schools	social & health care	libraries and museums
the fire service	roads	trading standards
land use	transport planning	waste management

Each year the Council manages £0.9 billion of public money in providing these services. Most decisions are taken by a Cabinet of 9 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

About Scrutiny

Scrutiny is about:

- Providing a challenge to the Cabinet
- Examining how well the Cabinet and the Authority are performing
- Influencing the Cabinet on decisions that affect local people
- Helping the Cabinet to develop Council policies
- Representing the community in Council decision making
- Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:

- Making day to day service decisions
- Investigating individual complaints.

What does this Committee do?

The Committee meets up to 4 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session.

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, giving as much notice as possible before the meeting

A hearing loop is available at County Hall.

AGENDA

1. **Apologies for Absence and Temporary Appointments**
2. **Declaration of Interests - see guidance note on the back page**
3. **Minutes (Pages 1 - 14)**

To approve the minutes of the meeting held on 24 November 2021 (**PLOSC3**) and to receive information arising from them.

4. **Petitions and Public Address (Pages 15 - 16)**

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 Friday 7 January 2022. Requests to speak should be sent to chris.reynolds@oxfordshire.co.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

5. **Call in - Burford Experimental Traffic Regulation Order (Pages 17 - 116)**

Written notice has been given in accordance with the Council's Scrutiny procedure rules requiring a delegated decision taken by the Cabinet Member for Travel Development and Strategy on the *Burford Experimental Weight Limit* on 5 January 2022 to be called in for review by this Committee.

The following documents are attached:

- (a) a report setting out the reasons given for the Call In.
- (b) the decision taken by the Cabinet member
- (b) the report considered by the Cabinet member
- (c) the list of Councillors requesting the call-in
- (d) the statement of reasons for the call-in submitted by Councillor Nicholas Field-Johnson

6. Climate Change and Carbon Reduction Strategies (Pages 117 - 150)

The purpose of this report is to provide the Place Overview and Scrutiny Committee with information on Oxfordshire County Council's climate change and carbon reduction strategies including transport, energy, waste, council buildings and infrastructure, scope 1, 2 and 3 emissions, key targets, performance and areas for development.

RECOMMENDATION

The Place Overview and Scrutiny Committee is recommended:

- a. To note Oxfordshire County Council's climate change and carbon reduction strategies, key targets, performance and areas for development.**
- b. To note the Greenhouse Gas Emissions Report for 2020/21 (Appendix 1).**

7. Scrutiny Committee Work Programme (Pages 151 - 156)

The purpose of this report is to present the Place Scrutiny Committee Work Plan for 2021/22. The Place Scrutiny Committee Work Plan for 2021/22 was agreed at its meeting on 24th November 2022 for the remaining meetings of the 2021/22 municipal year, drawing on the consideration of work planning at previous meetings. The Work Plan is presented in this report for information and to provide an opportunity for the committee to clarify any items for future meetings in the annual committee cycle.

RECOMMENDATION

That the Place Overview and Scrutiny Committee Work Plan be noted.

8. Date and time of next meeting

The Committee is requested to agree a revised date and time of the next meeting

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 email democracy@oxfordshire.gov.uk for a hard copy of the document.

This page is intentionally left blank

OXFORDSHIRE PLACE OVERVIEW & SCRUTINY COMMITTEE

MINUTES of the meeting held on Wednesday, 24 November 2021 commencing at 1.00 pm and finishing at 4.00 pm.

Present:

Councillor Ian Snowdon – in the Chair

Councillors:

Charlie Hicks
Brad Baines
Dan Levy

Kieron Mallon
Jane Murphy
Sally Povolotsky

Judy Roberts
Richard Webber

Other Members in Attendance: Cabinet Member for Community Services and Safety, Councillor Fawcett, Cabinet Member for Travel & Development Strategy, Councillor Duncan Enright, Cabinet Member for Highway Management, Councillor Tim Bearder.

Officers: Corporate Director, Customers Organisational Development, Claire Taylor, the Interim Assistant Director for Cultural, Lesli Good and the Director of Customer Experience & Cultural Services, Mark Haynes; The Assistant Director for Infrastructure and Planning, Rachel Wileman, Melissa Goodacre, John Disley, Joseph Kay and Chanika Farmer; Jodie Townsend, Michael Carr and Deborah Miller (Law & Governance).

The Council considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

9/21 MINUTES

(Agenda Item 3)

The Minutes of the Meetings held on 22 September 2021 and 13 October 2021 were approved and signed as an accurate record.

10/21 DEVELOPING A LIBRARIES AND HERITAGE STRATEGY

(Agenda Item 5)

The Committee had before it a report which provided members with background information and work undertaken to develop the emerging Libraries and Heritage strategy which would be considered at Cabinet on 21st December 2021. The Cabinet Lead Member for Community Services and Safety, Councillor Fawcett, the Corporate Director, Customers Organisational Development, Claire Taylor, the Interim Assistant Director for Cultural, Lesli Good and the Director of Customer Experience & Cultural Services, Mark Haynes, had been invited to the meeting to give a

presentation on the Strategy (a copy of which is attached to the signed copy of the minutes).

Councillor Fawcett introduced the report. He welcomed developing the Libraries and Heritage Strategy and said that he believed that Libraries provided a very important link between the council and residents across Oxfordshire. It was a widely used and loved service with around 2.3 million library visits last year. Oxfordshire had not had a clear Strategy in place for many years and the new Strategy aimed to give very clear direction to the services moving forward. Officers had listened to a wide variety and stakeholders and councillors drawing up the document. The Strategy was not the full implementation plan, if the Strategy was approved in the spring, there would be a further stage looking in much more details looking at libraries and heritage across the County.

Claire Taylor introduced the presentation. She reported that extensive pre-engagement and development activities had taken place. A formal consultation on the plan would then be undertaken next year. She welcomed the input of the Committee and undertook to bring the actions in the five-year plan to Committee following the consultation.

The Interim Assistant Director for Cultural, Lesli Good, then gave a presentation on the Strategy (a copy of which is attached to the signed copy of the minutes). Key points were as follows:

- 22 libraries managed by county council staff
- 22 Community Supported Libraries run by staff with the support of volunteers
- Home Library Service supporting 670 clients
- Prison library Service in Huntercombe and Bullingdon
- the Oxfordshire Museum in Woodstock
- the Museums Resource Centre at Standlake, housing the reserve collection
- a Scheduled Ancient Monument and Grade 1 listed medieval barn at Swalcliffe, providing accessible storage for large agricultural and trade vehicles
- Oxfordshire History Centre in St Lukes Church, Cowley
- all three museum locations and the History Centre are Accredited (meeting nationally agreed standards for museum and archive services to inspire the confidence of the public and funding and governing bodies)
- Victoria County History, a literary charity whose purpose is to publish the complete history of Oxfordshire
- The museum service also has a legacy responsibility for the remains of the Bishop's Palace in Witney

The services were highly valued and used by residents. Key performance data in 2019 as the last full year of operation before the pandemic was set out below:

- 2.3m visits to libraries
- 3.4m items borrowed from libraries
- 159,071 of these were e books or e audio books
- 166,255 searches for e magazines
- 670 housebound residents supported by the Home Library Service
- County Library has the 4th highest borrowing figures in Great Britain
- 8,355 events in libraries attended by 98,000 people
- >1,200 volunteers supported delivery of services
- 127,092 visits to the Oxfordshire Museum
- 3,645 visits to the Oxfordshire History Centre (17% of visitors were first time visitors)
- 3,600 remote enquiries answered by the history centre

Services for children were well attended as follows:

- 47,000 children visited libraries to borrow books
- 1.5m items were borrowed by children
- 598 events supporting children's reading and literacy
- 9,000 children participated in Summer Reading Challenge
- 1,780 Rhymetime, family events and Play and Stay sessions were delivered
- 26,000 children and young people (early years to Year 12) attended a class visit with teacher – for many of these it was the first visit to a library
- 1,900 Bookstart packages gifted to under 5s
- 1,500 children engaged in informal learning activities in the Museum
- 8,500 school children engaged with the museum service through loans of boxed collections of objects, workshops at the Museum and in school

Two workshops were held with staff, two with Friends of Libraries groups, two with volunteers and 1 with external stakeholders. Councillors were invited to a workshop and presentations were made to all Locality Meetings. Officers across the council were also engaged through a series of presentations. The public were invited to share ideas for libraries, museum and history service through the Let's Talk Oxfordshire portal.

The impact of the pandemic was considered.

Libraries, the museum, and history centre were closed during periods of lockdown in 2020 and 2021 with staff being re-deployed to support other services such as registration and making shielding calls, however the home library service continued to visit our housebound library members. Services wherever possible were delivered digitally including Rhymetimes and activities for children, Reading Groups and some library activities for adults.

Museum activities to support children learning and history centre website content were also significantly enhanced.

During the pandemic, the library service saw an exponential increase in on-line membership and e-book borrowing. From November 2020 during the second lockdown libraries offered a 'click and collect' service where residents could ask library staff to select books for them to collect from our largest branches and a small number of free PC bookings were made available in recognition that some residents were facing prolonged digital exclusion due to lack of personal devices and/or connectivity.

As a result of the pandemic, they had identified some drivers for change, including putting more of an offer online, there was a need to merge physical with virtual for a seamless experience for customers. In terms of community need, there was a need to focus local services on local need with increased profiling. Widening access also needed to be addressed in terms of equality, diversity, and inclusion. There was also a need to be mindful of population growth and better use of properties was also being looked at. The Strategy was based around three themes; people, place, and partnerships.

During debate, members made the following points and observations:

- In relation to consultation, the importance of engaging and consulting with 'casual users' of libraries was raised.
- Further data on quantity of staff employed was requested.
- Widening access hours needed to be given further consideration (for working people).
- Rural services needed to be given further consideration.
- The Committee indicated that a different word than 'modern' should be used in the vision document.
- The Committee queried whether libraries could be used by small businesses and other community groups and that libraries as a shared space should be explored further, including Wi-Fi, photocopying etc.
- The Committee felt that, particularly in rural areas, libraries could be used by youth groups and early years provision and could become hubs; widening access needed to be looked at including opening hours.
- Members queried whether any counties could/had been identified who were bucking trends with the number of visits/book withdrawals to draw on best practice.
- The issue of the ability for people to reserve books and rotating stock was raised.
- Members queried whether the strategic themes had been linked to desired outcomes.
- Members queried what was being done in relation to the prison service and meeting their needs.
- Members queried whether consideration was being given to the placement of libraries for new developments.
- Members queried whether there was any data around how many of the 2.3m were 'repeat customers' and whether there would be comparative data on before and after the Strategy.

- Members queried whether officers were speaking to other heritage sites across the County that were not under Council ownership.
- Members queried whether there were staff in the team who had the expertise to expand digital capabilities and what proportion of the budget would be spent on it
- Members queried what co-location would look like, for example cafes, children's services.
- Sharing economy and circular economy – was the library looking at sharing of other things.
- Members queried how consultation and engagement was undertaken and whether there was going to be in-person workshops at libraries. Had any work been undertaken with coms on how best to achieve it.
- Members queried whether co-location had taken account of people working from home.
- Members queried whether there could be a mobile delivery and return service for Rural Areas.
- Members requested that coms were increased around the County's Heritage Services.
- Members welcomed the format of the Strategy.
- Members queried whether there could be more interactive sessions to increase usage by children. (engage playgroups further mobile services outside playgroups and schools) and queried whether there was any data on whether there was an age where children/adults dropped off.
- Members queried whether the library box collection service could be expanded.
- Members queried whether there was any plan with regards to retrofitting libraries to meet the Council's Climate Action targets and queried how books were moved around the county.
- Members queried what opportunities there were for moving books to schools and what life the books had.

Claire Taylor reported that one of the main outcomes of the Libraries Peer Review had been to look for good practice elsewhere and that details would be set out in the final document. Each vision would have clear priorities including an Asset Plan for each of 44 buildings – looking at co-location, usage and opening hours. There was a need to look at staffing requirements relating to service requirements. Lessons learnt from the Pandemic would be expanded upon.

Lesli Good reported that there was currently a good library management system, but that she was going to ask the new Library Services Manager to look at stock and how the Council engaged with the local community. The Asset Management Plan would look at the placement of libraries. Heritage – the County Museum Service provided advice and support to Council and voluntary led museums – but there was a need to increase the level of engagement with partners in the sector. The skills set of staff to deliver the Strategy needed to be looked at, with a view to investing more in staff and imbedding it into the service. The Digital Inclusion Strategy was looking at making a space in the County Library for engaging people in a broader range

in technological uses. There were however, some capacity issues around space. Officers were also looking at physical assets, for parenting classes and youth group etc. Officers were also using the let's talk Oxfordshire portal to engage and see what they wanted to see at the Libraries.

Mark Haynes explained that he had been working with Adult Social Care Team, Children's Services and the Transformation Board to increase the range and scope of services provided. They had also been talking to Age UK and The Community Information Network. Co-location with other Councils was also being considered.

Claire Taylor reported that the Consultation Strategy was considering making libraries a welcoming, open place to engage. In relation to the operational issues raised by the Committee, she undertook to produce a note on the operational side of Library Services and invited members to visit and see how the libraries operated.

Following the question and answer session, the Committee **AGREED** to submit the points above to inform the emerging Strategy.

11/21 STREET DESIGN GUIDE

(Agenda Item 6)

The Committee had requested background information to inform the review and discussion of the recent Cabinet decision to adopt the Oxfordshire Street Design Guide. Oxfordshire County Council aimed to enable Oxfordshire as a whole to become zero-carbon by 2050. The Design Guide presented how the Council could prioritise active and healthy travel through street design in new developments contributing to the Council's carbon reduction ambitions. The Design Guide provided design standards for streets in new developments. Promoting high quality placemaking whilst achieving high quality infrastructure for walking, cycling and buses.

This guidance was also intended to support the development industry in the preparation and submission of development proposals through the provision of up to date and transparent guidance. This should both de-risk and accelerate the preparation and determination of development proposals for developers and the County Council.

The Committee had attended several workshops with officers on the Street Design Guide.

The Cabinet Member for Travel & Development Strategy, Councillor Duncan Enright introduced the item. He emphasised that although the Street Design Guide had been approved by Cabinet, that there was still an opportunity for input by Scrutiny as it was 'a living document' and was subject to constant monitoring and review and improvement. The Local Transport and Connectivity Plan (LTCP) consultation was also happening in January 2022, including all member workshops, and that, together with other documents,

would all be taken into account in the developing of the Oxfordshire Plan 2050.

Chanika Farmer then gave a presentation to the Committee (a copy of which is attached to the signed copy of the Minutes) which outlined the functions of the Street Design Guide and how it related to other guidance, together with areas for development following consultation with the Cabinet and Scrutiny Committee, including:

- Connectivity to areas surrounding new developments,
- Design of car-free / low car housing developments,
- Changes in shopping habits; accommodating deliveries in new developments,
- Junctions in new developments,
- Build on feedback from users of the Street Design Guide including stakeholders, District Councils, internal officers, and developers.

Following discussion, the Committee made the following points:

- Members wished to see the next version of the Street Design Guide taking a 'Living Streets' approach that streets should be for Community, for Children, for relaxing, for commercial, for socialising and being adaptable for other means and should connect to Public Health Strategy around Healthy Place Shaping.
- In the current document, there was no section on Car Free Developments, which would help meet the Climate Targets set out LTCP.
- The document should be helping the LTCP meet its aims.
- There was no mention of Electric Vehicle (EV) Charging in the document – would like to see a specification that EV charging will be in a parking space rather than on the pavement.
- There was no specification in the document around no through traffic developments.
- The School Streets specification did not meet the aims of the School Street Programme intentions.
- Members questioned why the next version of the document was due for 2023 when it stated that it would be reviewed annually.
- The Committee noted that there was no mention in the engagement section of the document of any future engagement with the Scrutiny Committee.
- In relation to page 4 of the Street Design Guide, members expressed concern that the descriptive words used could be interpreted in different ways; there was a need for a clear narrative of what the Council's interpretations were.
- In relation to page 10, members felt that the language used seemed to imply that the Council would be swayed by external pressures and felt that the language should be changed or removed.
- Members queried how many times the Council had objected to a planning application based on proposals for street design or highway

times and how many times it had been turned down due to those objections.

- There was no mention of 20 mph in the document.
- Members felt that there should be better promotion of walking and cycling to school.
- Paragraph 3.2 – some members felt that greater consideration should be given to School Drop off, although other members felt that rural considerations needed to be taken into account.
- Paragraph 3.4 – should include other plants with the capacity to absorb pollutants.
- Paragraph 3.5 - there needed to be careful Electric Vehicle planning set out in the document about where vehicles were charged and how they were charged.
- Paragraph 3.6 – consideration could be given to recycling such as Eddington in Cambridge; with communal shoots around the edge of the development including composting.
- Street lighting should have Central Management Systems attached to it.
- Greater consideration needs to be given to air pollution and car use.
- There was a need to ensure that developments were not planned in isolation and that joined up infrastructure was given consideration for community cohesion.
- All published adopted highway, which extended beyond streets, such as access side paths should be given consideration in the design of developments.
- The lack of bus infrastructure should be added to the challenges set out in document.
- Members queried who the stakeholders listed in the document were and asked to be sent a comprehensive list.
- Members should be added to the list of engagement consultee groups.
- Home delivery needed to be taken into account in the document.
- There needed to be closer co-operation before the one voice was written and careful consideration needed to be given to wording used.
- In relation to outdated parking standards, members queried what could be done now and what regulations needed to be kept under review to consider possible future changes.
- Some members felt that car free spaces options should be set out in the guide, supported by good public transport links
- Members felt that the repurchasing sections could be strengthened.
- Members expressed concern over the enforceability of the design guide.

Councillor Enright agreed that elected councillors should be added to the consultees, but felt that councillors should take more of a champion role on consultation and help reach the right people in their local communities. He agreed with the points around transitioning to zero carbon and electric vehicle charging considerations. In relation to the difference between rural and urban, he didn't feel that there was a difference, but in the LCTP they would be looking at mobility hubs as a way of boosting active and public

transport in rural areas, which was very important because of the stress on the bus services.

The Committee thanked officers for their presentation and **AGREED** to submit the points above for consideration.

12/21 LOCAL TRANSPORT AND CONNECTIVITY PLAN CONSULTATION
(Agenda Item 7)

At its Meeting on 13 October 2021, the Committee had requested a report on the Local Transport and Connectivity Plan (LTCP) consultation plan and the draft questionnaires. It was proposed that those documents formed the basis of the LTCP public consultation commencing in January 2022.

The Assistant Director for Infrastructure and Planning, Rachel Wileman introduced the report. She explained that the Local Transport Plan was a statutory document, required under the Transport Act 2008. Oxfordshire County Council were calling the new Oxfordshire document the Local Transport and Connectivity Plan, to better reflect the Council's strategy, both for digital infrastructure and for connecting the whole County. They had developed and consulted upon the LTCP in three stages. This process had allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before final inclusion in the LTCP.

In support of the LTCP, officers had developed supporting strategies for freight and logistics, active and healthy travel and innovation. Those strategies built upon the high-level policies in the LTCP but provided more detail about the proposals and how they would be delivered. Those documents, as well as an Integrated Sustainability Appraisal, were shared alongside the LTCP and were also endorsed by cabinet for public consultation. She emphasised that consultation would be online, face to face, through hard copies, and telephone conversations.

Melissa Goodacre set out in detail how the public consultation and engagement would be undertaken as set out in paragraphs 7 to 15 of the report. The Cabinet Member for Travel & Development Strategy, Duncan Enright, added that they would also be carrying out roadshows across the County.

During discussion, members made the following points:

- Members queried whether there was a target for the consultation in terms of how many people they wanted to respond.
- Members expressed the importance of including representative bodies in the consultation to ensure the 'middle group' of people were not missed and requested to see the definitive list of stakeholders that would be consulted.
- Members expressed an interest in seeing how the plan would be changed as a result of the consultation.

- Members felt that the number of empty boxes to give views provided in the consultation documents would not be helpful to officers trying to analyse opinions and that further questions should be added instead. A suggestion was also made that a 'for or against' box be added to the questionnaire.
- Greater attention needed to be given to providing explanations of jargon throughout the document to make sure it was inclusive.
- Members felt that the consultation questions did not try to capture what people's prioritisation of the issues were that the LTCP was trying to address.
- Members suggested that open respondent boxes were needed to understand why people held a certain view.
- Members queried where the references to "thriving economy" were throughout the questionnaire and suggested that the 3 visions should provide a 'golden thread' throughout the document.
- Concern was expressed about the methodology of phrases like "partially support" etc. being used and would welcome work to understand what responses meant as 'partially oppose' could be people who didn't like the proposal or didn't think it went far enough.
- Members suggested grading to see what priorities were rather than just binary support/oppose and expressed concern that the consultation only asked what people thought at the moment but did not explain what the benefits were of implementing policies.
- Members queried whether representative polling or weighting could be used and whether the consultation and engagement team had considered sampling bias, and queried whether Let's Talk Oxfordshire could do things to counteract this?
- Members suggested more could be done around participatory democracy.
- Concern was expressed that the consultation literature was not set out in layman's terms.
- Members suggested that the questionnaire should be more vision based asking people what they want and then formulating policies to reflect this.
- Members questioned whether there were any user experience designers at the Council and whether there was anyone that understood representative polling/sampling.
- Members felt that there was a need for behavioural change but that the option of promoting this did not present in the questionnaire.
- In relation to page 76 question 6, 'PM57' was mentioned, members queried what this was.
- A suggestion was made that a 1-10 scale was more effective.
- Members queried whether officers were aware if there was a drop in participation from other consultations.
- Members felt that zero-carbon movement and zero-tailpipe emission in the freight strategy was old fashioned term.
- Members felt that there needed to be a more holistic overview and that it needed to reflect the people we are trying to reach.

- Further consideration needed to be given to the language used throughout the documentation and how things were explained .
- Members requested that the Innovation Framework be brought to the Scrutiny Committee at a later date.
- It was noted that the questionnaire only asked what district people were from and did not ask if people are from rural / urban areas.
- Members queried whether all protected characteristics in the Equalities Act 2010 were covered.
- Concern was expressed about how many people would complete the whole questionnaire and whether there was any way to filter the questionnaire so that key issues were captured.

Councillor Enright thanked the Committee for their input and undertook to work with consultation and engagement colleagues to refine the questionnaire and highlighted how in-person engagement could help.

13/21 WORK PROGRAMME 2021/22

(Agenda Item 8)

Following an informal session on the 4 November 2021 held by the Committee to discuss the content of its work programme for 2021/22, the Committee had before it a report which presented the findings of the informal session and advised members in determining their work programme for the 2021/22 financial year.

A discussion took place on the work programme suggestions which had been received. Reference was made to the limited time available as the Committee only had four meetings and it was noted that Scrutiny Task and Finish Groups could work on scrutiny reviews and submit reports to the Committee with their findings.

The importance of Scrutiny having the opportunity to comment on Cabinet reports was discussed and Members noted that there was an opportunity for any Member of the Council to attend Cabinet and ask a relevant Cabinet Member a question.

Members requested that consideration be given to establishing a Member's Hub to provide briefing notes, background papers etc. Jodie Townsend reported that officers were currently looking at ways to disseminate information to members, including the possibility of using existing technology at the Council.

Following discussion, the Committee AGREED to add the following items to the work programme:

2 February 2022	
	Property Strategy
	Climate Change and Carbon Reduction

	National Bus Strategy
6 April 2022 – Annual Crime & Disorder Scrutiny meeting	
	<p>Community Safety Matters - focus on:</p> <ul style="list-style-type: none"> ○ Best Practice and how OCC compares ○ Current approach and partnership working ○ Community Safety Partnership ○ PCC and links to Police and Crime Plan ○ Fire & Rescue Service Community Safety Plan ○ Public perspective on key issues
	Fire & Rescue Service Inspection Report

In addition to the items detailed above the Committee **AGREED** the establishment of two Scrutiny working groups as follows:

- ❑ **Carbon Reduction Targets:** Member Group to provide performance overview of current targets and make suggestions for development of future targets, the membership of the group being as follows: Cllr Hicks, Cllr Povolotsky.
- ❑ **Transport Policy Development** – Member Group to provide oversight of current and emerging transport policy development and consultation, the membership of the group being as follows: Cllr Hicks, Cllr Roberts, Cllr Levy, Cllr Baines and Cllr Mallon.

In addition to the items detailed above the Committee noted the following issues for future consideration:

- Flooding
- The Future of the High Street and Retail.

14/21 COMMITTEE START TIME

(Agenda Item 9)

The Committee had before it a proposal that from February 2022 the Committee Meeting start time be changed from 1.00 pm to 10.00 am as the permanent start time for the Committee moving forward.

RESOLVED: that from February 2022 the start time of the Committee Meetings will be 10.00 am.

..... in the Chair

Date of signing

This page is intentionally left blank

Divisions Affected – Burford & Carterton North, Carterton South & West, Charlbury & Wychwood, Chipping Norton, Eynsham, Hanborough & Minster Lovell, Witney North & East, Witney South & Central, Witney West & Bampton, Woodstock

**PLACE OVERVIEW AND SCRUTINY COMMITTEE -
2 FEBRUARY 2022**

**BURFORD EXPERIMENTAL WEIGHT LIMIT – CALL IN OF
DECISION**

Report by Director of Law and Governance

RECOMMENDATION

That the Burford Experimental Weight Limit Delegated Decision made by the Cabinet Member for Travel and Development Strategy on Wednesday 5 January 2022 be either:

a) Referred to Cabinet for consideration,

Or

b) Having been duly reviewed by the scrutiny committee, be noted, with no further action, allowing the decision to be implemented forthwith.

Executive Summary

1. On 10 January 2022 a delegated decision taken by the Portfolio Holder for Travel Development and Strategy on the *Burford Experimental Weight Limit* (Annex A) was called in for review by the Council's Overview and Scrutiny Committee in accordance with Paragraph 19c, Part 6.2 Overview and Scrutiny Procedure Rules of the Oxfordshire County Council Constitution, by 14 Members of the Council. Once a decision has been called in, it may not be implemented pending review by the scrutiny committee.
2. This decision has been referred to the Place Overview and Scrutiny Committee for review. The Committee will consider the issue and decide whether or not to refer the matter back to the decision maker for reconsideration setting out in writing the nature of its concerns, or the Cabinet for with any recommendations, (or to full Council where appropriate), or after scrutiny of the decision, to take no further action, which would allow the decision to be implemented.
3. The names of Councillors Calling In the Decision is attached at Annex C to this report.

4. The reasons for the Call In request, provided in a letter from Councillor Nicholas Field-Johnson on 10 January 2022, is Annex D to this report.
5. It is suggested that the Scrutiny Committee should review the Cabinet Decision called in according to the Principles of Decision making set out set out in Part 2, Article 14, Paragraph 2 of the Council Constitution and at paragraph 22 of this report, below.
6. The ***Principles of Decision Making*** are:
 - (a) **proportionality (i.e. the action must be proportionate to the desired outcome);**
 - (b) **due consultation and the taking of professional advice from officers;**
 - (c) **respect for human rights, diversity and equality, and the natural and built environment;**
 - (d) **a presumption in favour of openness;**
 - (e) **clarity of aims and desired outcomes; and**
 - (f) **a record of decisions which explains what options were considered and giving the reasons for the decision as set out in the Access to Information Procedure Rules in this Constitution.**

Burford Experimental Weight Limit Decision

7. The Place Overview and Scrutiny Committee is considering a Call In of the Burford Experimental Weight Limit Decision made by the Cabinet Member for Travel and Development Strategy on Wednesday 5 January 2022. The Decision Notice is attached at Annex A to this report.
8. The Cabinet Member resolved to:
 - a) **APPROVE officers to consider the costs and benefits of developing area wide restrictions across Oxfordshire including close working with neighbouring authorities, as part of the county wide freight strategy, as soon as practicable. Noting any future approval of area wide weight restrictions would likely see existing environmental weight restrictions revoked subject to consultation, and**
 - b) **REVOKE the Burford Experimental Traffic Regulation Order of 7.5t weight restriction. Therefore, not making a permanent order.**
9. In making this decision the Cabinet Member decided not to approve the Burford Traffic Regulation Order of 7.5t weight restriction with associated Permit Scheme, subject to Burford Town Council committing to indefinitely run the Permit Scheme.
10. The Cabinet Member report attached at Annex B details the impact of the Burford Experimental Traffic Regulation Order (ETRO), which placed a 7.5t weight restriction on roads within Burford including the A361. The report states that although the scheme has brought benefits to Burford and neighbouring areas, the consultation has highlighted the impact of the dispersal of rerouting Heavy Goods Vehicle (HGV) traffic on other communities and that an areawide weight restriction is likely to remedy many of the issues but will take some time to implement.

11. A decision is required on whether to make the Burford ETRO permanent until this is in place. An expansion of the current permit system would be required if the Burford restriction is made permanent.

Call In Procedure

12. The following is a summary of the Call In procedure which is set out in section 19, Part 6.2 of the Council's Constitution.
13. When a decision is made by the Cabinet, by an individual Cabinet Member or by a committee of the Cabinet, or a key decision taken by an officer acting under delegated authority, the decision is published by the end of the next working day and circulated to all councillors.
14. The Decision Notice indicates the date on which the decision was published and specifies when the decision would come into force, which is ordinarily 5pm on the fifth working day (4pm if the fifth working day is a Friday) following the publication of the decision.
15. During that period, the Proper Officer shall call in a decision in for review by the appropriate Scrutiny Committee, if a request for Call In is received:
 - as a joint request for Call In from the Chair and Deputy Chair of the relevant Scrutiny Committee; or
 - by any five members of a Scrutiny Committee; or
 - by any ten members of the Council, whether or not they are members of the relevant Scrutiny Committee.
16. In all cases, when a request for a Call In of a decision is made, this must be accompanied by reasons for the request.
17. When a Call In request is made in accordance with the Call In procedure, the relevant decision maker is notified and a meeting of the appropriate Scrutiny Committee is convened. The Scrutiny Committee should normally meet to consider the issue within 15 working days of the request being received by the Council's Monitoring Officer.
18. If, having considered the decision, the scrutiny committee has material concerns about it, then the scrutiny committee may refer it back to the decision maker or the Cabinet for reconsideration, setting out in writing the nature of its concerns, (or the Council where appropriate) for consideration within a further 15 working days. The views of the Scrutiny Committee will then be considered by the decision maker or the Cabinet.
19. The decision will then be reconsidered and may then be amended or otherwise and take immediate effect.

20. If the Scrutiny Committee does not refer the matter back to the decision maker or Cabinet or full Council, the decision shall take effect on the date of the Scrutiny Committee meeting.

The Principles of Decision Making

21. All decisions of the Council or taken by or on behalf of the Council, should be made in accordance with the Principles of Decision Making set out in Part 2, Article 14, Paragraph 2 of the Council Constitution. The Scrutiny Committee should review the Cabinet Decision called in according to these principles.
22. **The Principles of Decision Making are:**
- (a) proportionality (i.e. the action must be proportionate to the desired outcome);**
 - (b) due consultation and the taking of professional advice from officers;**
 - (c) respect for human rights, diversity and equality, and the natural and built environment;**
 - (d) a presumption in favour of openness;**
 - (e) clarity of aims and desired outcomes; and**
 - (f) a record of decisions which explains what options were considered and giving the reasons for the decision as set out in the Access to Information Procedure Rules in this Constitution.**

Financial Implications

23. There are no financial implications arising directly from report.

Prem Salhan – Interim Finance Business Partner – CODR & CDAI
25th January 2022

Legal Implications

24. There are no legal implications arising directly from this report.
25. The Call In procedure outlined in this report is in accordance with Part 6.2 Overview and Scrutiny Procedure Rules, Oxfordshire County Council Constitution.

Reviewed by:
Sukdave S. Ghuman
Head of Legal Services & Deputy Monitoring Officer

ANITA BRADLEY

Director of Law and Governance

Annex:

Annex A:
Decision Notice: Delegated Decisions by the Cabinet Member for Travel and Development Strategy on Wednesday 5th January 2022.

Annex B:

Cabinet Member report, 5th January 2022, Burford Experimental Traffic Regulation Order 7.5t Weight Restriction, Report by Corporate Director of Environment and Place, to the Cabinet Member for Travel and Development Strategy.

Annex C:

Names of Councillors Calling In the Decision.

Annex D:

Reasons for the Call In Request:- reasons for the Call In request provided in a letter from Councillor Nicholas Field-Johnson on 10th January 2022.

Contact Officer: Michael Carr, Interim Scrutiny Officer

E: Michael.carr@oxfordshire.gov.uk

January 2022

This page is intentionally left blank

These notes indicate the decisions taken at this meeting and the officers responsible for taking the agreed action. For background documentation please refer to the agenda and supporting papers available on the Council's web site (www.oxfordshire.gov.uk.)

If you have a query please contact Lucy Tyrrell (Tel: 07741 607834; Email: lucy.tyrrell@oxfordshire.gov.uk)

DELEGATED DECISIONS BY CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY - WEDNESDAY, 5 JANUARY 2022

List published 6 January 2022

Decisions will (unless called in) become effective at 5.00pm on 13 January 2022

<i>RECOMMENDATIONS FROM THE AGENDA</i>	<i>DECISIONS</i>	<i>ACTION</i>
1. Declaration of Interest	None.	
2. Questions from County Councillors	See attached annex.	
3. Petitions and Public Address	<p>4. Burford Experimental Weight Limit</p> <p>WVITAG (Mark McCappin & Jan de Haldevang) John White (Burford Town Council) Ken Gray (Technical Adviser, Burford Town Council) Hugh Ashton (Technical Adviser, Burford Town Council) Rhys Williams - Road Haulage Association Paul Needle - Smith & Sons (Bletchingdon) Ltd Paul Street - Chris Hayter Heidi Skinner – Logistics UK</p> <p>Councillor Yvonne Constance Councillor Dan Levy (Local Member) Councillor Andy Graham (Local member) Councillor Liam Walker (Local member) Councillor Nicholas Field-Johnson (Local Member)</p> <p>Written submission received from Councillor Stefan Gawrysiak</p>	

...Decisions...Decisions...

**DELEGATED DECISIONS BY CABINET MEMBER FOR TRAVEL &
DEVELOPMENT STRATEGY - WEDNESDAY, 5 JANUARY 2022**

<i>RECOMMENDATIONS FROM THE AGENDA</i>	<i>DECISIONS</i>	<i>ACTION</i>
<i>order.</i>		

This page is intentionally left blank

Divisions Affected – Burford & Carterton North, Carterton South & West, Charlbury & Wychwood, Chipping Norton, Eynsham, Hanborough & Minster Lovell, Witney North & East, Witney South & Central, Witney West & Bampton, Woodstock

CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY

5 January 2022

Burford Experimental Traffic Regulation Order 7.5t Weight Restriction

Report by Corporate Director of Environment and Place

RECOMMENDATION

1. The Cabinet Member is **RECOMMENDED** to
 - a) **APPROVE** officers to consider the costs and benefits of developing area wide restrictions across Oxfordshire including close working with neighbouring authorities, as part of the county wide freight strategy, as soon as practicable. Noting any future approval of area wide weight restrictions would likely see existing environmental weight restrictions revoked subject to consultation.
 - b) **EITHER:**
 - i. **REVOKE** the Burford Experimental Traffic Regulation Order of 7.5t weight restriction. Therefore, not making a permanent order.
 - OR**
 - ii. **APPROVE** the Burford Traffic Regulation Order of 7.5t weight restriction with associated Permit Scheme, subject to Burford Town Council committing to indefinitely run the Permit Scheme outlined in this paper. Should the Permit Scheme be revoked the county council will re-evaluate the impacts of the order.

Executive Summary

2. This report details the impact of the Burford Experimental Traffic Regulation Order (ETRO) which placed a 7.5t weight restriction on roads within Burford including the A361. The scheme has brought benefits to Burford and neighbouring areas, but the consultation has highlighted the impact of the dispersal of rerouting Heavy Goods Vehicle (HGV) traffic on other communities. An areawide weight restriction is likely to remedy many of the issues but will take some time to implement. A decision is required on whether to make the

Burford ETRO permanent until this is in place. An expansion of the current permit system would be required if the Burford restriction is made permanent.

Exempt Information

3. None

Burford ETRO Evaluation

4. The Burford ETRO was approved by the Cabinet Member for Environment in November 2018 and returned to committee in July 2019 in part to agree the success criteria as set out below:
 - a. A decrease in HGVs on Burford High Street of 50% or greater would be considered a positive impact.
 - b. An increase in HGVs on other roads (specifically in Chipping Norton, Witney, and Woodstock) greater than 50% would be considered a negative impact.
5. In addition, air quality levels were to be monitored in Chipping Norton and Witney where there are declared Air Quality Management Areas (AQMA).
6. A number of roads in the vicinity of Burford were monitored before and twice during the ETRO. The data shows fluctuations over that period but it is difficult to be categorical as to whether changes are the result of Burford ETRO, other recent weight restrictions at Charlbury and Stowe, or other unrelated matters. There were also issues as the monitoring methodology could not assess the 2 axled HGVs to determine those below or above 7.5t. Although the data does show some useful trends, it cannot identify how many HGVs contravened the 7.5t weight restriction.
7. Despite the limitations, the monitoring has been useful in setting out some key trends:
 - i. Burford - no change in overall levels of HGVs between April 2019 and February 2021, and a 15% reduction between April 2019 and October 2021. Criteria (a) appears not to have been met but the traffic recorded includes all HGVs from 3.5t to 44t, whilst only vehicles exceeding 7.5t are affected by the ETRO. In comparison, the data shows significant reductions in the heaviest vehicles with 3 axles and above, at -56% between April 2019 and February 2021, and -51% between April 2019 and October 2021.
 - ii. A44 Oxford Road, Bladon roundabout – it was expected that some HGVs would re-route to the A44, which is part of the primary route network. There was a high increase in 3 axle and heavier HGVs (35% in February and 14% in October).
 - iii. A4095 Bridge Street, Witney – already a road with severe congestion and a declared air quality management area, this site has recorded an increase of total HGVs (14% in February and 10% in October). This is the most suitable remaining crossing of the Windrush with the ETRO in place at Burford.

- iv. B4022 West End, Witney – another road with severe congestion and a declared air quality management area. This appears to have seen a high increase in HGVs but has been difficult to record reliably because of the slow-moving vehicles along the road (+ 81% in February and + 18% in October, with +128% increase in 2 axle rigid vehicles in February).
 - v. Dry Lane, Crawley – an unclassified road which has seen an increase in HGV traffic over the monitoring period - an increase in all HGV traffic of 19% in October 2021 compared to October 2019. Of particular concern is the higher proportion of 3 axle + vehicles since the monitoring began.
 - vi. Leafield – an unclassified road. Pre-ETRO data was not recorded, however the sixty HGVs a day that have been recorded since is high given the nature of this road. This route is likely to have been impacted by both the Burford and the Charlbury weight restrictions, and there are some local destinations for vehicles as well.
8. In the October 2021 round of monitoring Automatic Number Plate Recognition cameras were used at Burford, Leafield, Crawley, Bridge Street and West End in Witney. Through this a Euro Classification report was requested to provide details of the weight of vehicles. These reports provide such a different data set compared with the previous information that it has not been used on this occasion but will be useful for any future monitoring that is undertaken.

Consultations and Representations

9. The consultation responses reported at the CMD meeting 29 July 2021 are also relevant for this report and should be borne in mind. Respondents reported the benefits of the weight limit in Burford as including the ceasing of vibration, improvement in air quality, quieter night-time, and protection of the Burford Conservation Area, amongst other matters.
10. Throughout the 18-month ETRO period the following councils or councillors have objected to the scheme:
- Councillor Liam Walker, Oxfordshire County Council, Hanborough and Minster Lovell Division
 - Minster Lovell Parish Council
 - Barrington Parish Council
 - Leafield Parish Council
 - Hanborough Parish Council
 - Crawley Parish Council
 - Hailey Parish Council
 - Witney Town Council
 - Woodstock Town Council
 - Bladon Parish Council
 - Gloucestershire County Council
 - The Windrush Valley Traffic Action Group (WIVTAG) also represents a number of councils.
11. Since July 2021 95 further representations (see **Annex B**) have been received. In addition to the issues raised in the July consultation, the main / most popular themes emerging from the responses are:

- Air quality / carbon reduction / environmental impact
- Impact on place and highway, and
- Impact on safety

12. The main points included:

- Many of the rural areas have narrow / no pavements and increases in HGVs pose a danger to pedestrians, particularly vulnerable users
- Many of the rural villages have unclassified (and in parts – narrow) roads which do not have adequate room for HGVs to safely traverse
- In areas where the pavements were narrow, there were a number of respondents who felt scared being close to passing HGVs
- Many cyclists were afraid to cycle in the Windrush Valley area due to the increase in HGV movements
- The diversions by HGVs along unclassified roads through rural villages and Witney Air Quality Management Area was inappropriate and dangerous
- Burford's HGV problem has been moved to other areas.

13. As requested at the July CMD officers met with farmers and hauliers to better understand the rural economy and its use of freight.

14. The objection from Gloucestershire County Council is particularly concerning as it shows significant increases in HGVs at six survey sites on routes HGVs avoiding Burford could take.

15. Road Haulage Association and Freight Transport Association have objected.

Permit scheme

16. The Burford ETRO operates with a permit scheme devised and administered by Burford Town Council (BTC). There is no legal requirement for BTC to do this. Should the weight restriction be made permanent officers recommend this is subject to BTC administering the permit scheme as outlined in **Annex C**, on a permanent and indefinite basis. Should the permit scheme cease; OCC will review the impacts of the 7.5t weight restriction and potentially consider holding a consultation to revoke the Order.

17. The revised permit scheme creates two larger zones than the original area. Vehicles with operational bases within the Northern or Southern Permit Areas will be eligible to apply for a permit. Vehicles serving a location within the Northern Area shall be deemed to have a permit if details of the customer's name and delivery/collection address are supplied to BTC within 7 days after the delivery collection. The number plate of the vehicle will also need to be supplied to rule the vehicle out of BTC taking further action.

18. Officers consider this an improvement on the existing 4.8mile permit area and it will assist many local businesses and potentially ameliorate the impacts being felt at Leafield etc. However, there are likely to be businesses outside the permit zone who are adversely affected.

County Wide Approach to Weight Restrictions

19. The experimental weight restriction on the main 'A' road through Burford has been a unique study and much has been learnt about HGV movements in the area. The Burford proposal has seen benefits for the town and some neighbouring communities, but the negative impacts have been dispersed over a wider area. Some of these impacts have been passed to Burford's neighbours. It is considered that for environmental weight restrictions an area wide approach may yield a shared benefit across neighbouring communities and be clearer to hauliers than a series of point restrictions.
20. It is recommended officers consider the costs and benefits of developing area wide restrictions across Oxfordshire, as part of the county wide freight strategy, within the emerging Local Transport and Connectivity Plan Freight Strategy, with funding prioritised accordingly. The initial study would consider the merits of larger geographic area weight restrictions, the enforcement challenges, and likely benefits against the costs. Key partners in this study will be Trading Standards and Thames Valley Police, Road Haulage Association and Freight Transport Association.

Corporate Policies and Priorities

21. Officers consider that whilst the following Local Transport Plan 4: Connecting Oxfordshire (LTP4) policy extracts apply to the application of a weight restriction at Burford, they also apply to protecting the other communities where the negative impacts may be felt:

Policy 05 *Oxfordshire County Council will classify and number the roads in its control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable.*

Policy 24 *Oxfordshire County Council will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas, and other areas of high environmental importance.*

Policy 29 *Oxfordshire County Council will work with district and city councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives.*

22. The consultation responses have highlighted the environmental impacts of HGVs rerouting over significantly longer distances than the original journey route via Burford. Officers are concerned this is not in the spirit of the Oxfordshire 2020 Climate Action Framework.

Financial Implications

23. If the Burford ETRO scheme were removed the following costs would be incurred by Burford Town Council capital reserves:

- **Signage Removal** - £19,695.

- **Project Manager Cost** - £2,954.25. Oxfordshire County Council Technical Officer, James Wright, will oversee the removal of all signage related to this scheme (15% of scheme costs for signage removal).

24. If the weight restriction does not continue, it is recommended that the weight restriction signage pertaining to the Burford ETRO is either 'bagged'/covered up or removed to storage until it is identified if the signage can be re-used in a potential future area wide scheme. There will be a cost associated with either action, most of which is the traffic management to ensure safe working on the highway while tending to the signs. It is therefore likely BTC will incur some, if not all, of the costs above. There are no unfunded financial implications for OCC.
25. The financial and budgetary implications of the proposed area wide weight restriction strategy have not yet been developed but will form part of the work under the Local Transport and Connectivity Plan.

Comments checked by: Rob Finlayson, Finance Business Partner
(Environment and Place), rob.finlayson@oxfordshire.gov.uk (Finance)

Legal Implications

26. Weight restriction orders and various other traffic orders are a function of the County Council as local traffic authority further to powers conferred by the Road Traffic Regulation Act 1984. Section 122 of that Act specifies that it is the duty of a local authority upon whom functions are conferred by the Act to exercise them (so far as practicable having regard to matters specified below) so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of adequate parking facilities on and off the highway. The matters referred to and to be considered are: -
- a. the desirability of securing and maintaining reasonable access to premises;
 - b. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c. National air quality strategy;
 - d. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e. any other matters appearing to the local authority to be relevant. This would include network management duty under section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network.

27. It is confirmed the recommendations of this report are viable within the terms of the legal agreement between Burford Town Council and Oxfordshire County Council.
28. Should the Cabinet member be minded to approve and make permanent the Burford TRO 7.5t Weight Restriction, a Section 101a Delegation of Duties order has been sought to allow Burford Town Council to carry out the enforcement (to a certain extent) on behalf of the Oxfordshire County Council.

Comments checked by: Jennifer Crouch, Principal Solicitor,
jennifer.crouch@oxfordshire.gov.uk (Legal)

Staff Implications

29. Officers from Environment and Place and Trading Standards will continue to support Burford Town Council should the ETRO be made permanent. Officer cost recovery may be required, the cost rates for which will be agreed with Burford Town Council in advance.
30. A resource assessment to develop the area wide restrictions as part of the county wide freight strategy will be conducted should this approach be approved.

Sustainability Implications

31. An Equality and Climate Impact Assessment (ECIA) is documented at **Annex D**, which has been carried forward from the July 2021 CMD.

BILL COTTON

Corporate Director of Environment and Place

Annex:

- [Annex A: Map of Study Area](#)
- [Annex B: Representations received since July 2021](#)
- [Annex C: Permit Scheme Area](#)
- [Annex D: ECIA](#)

Background papers: NIL

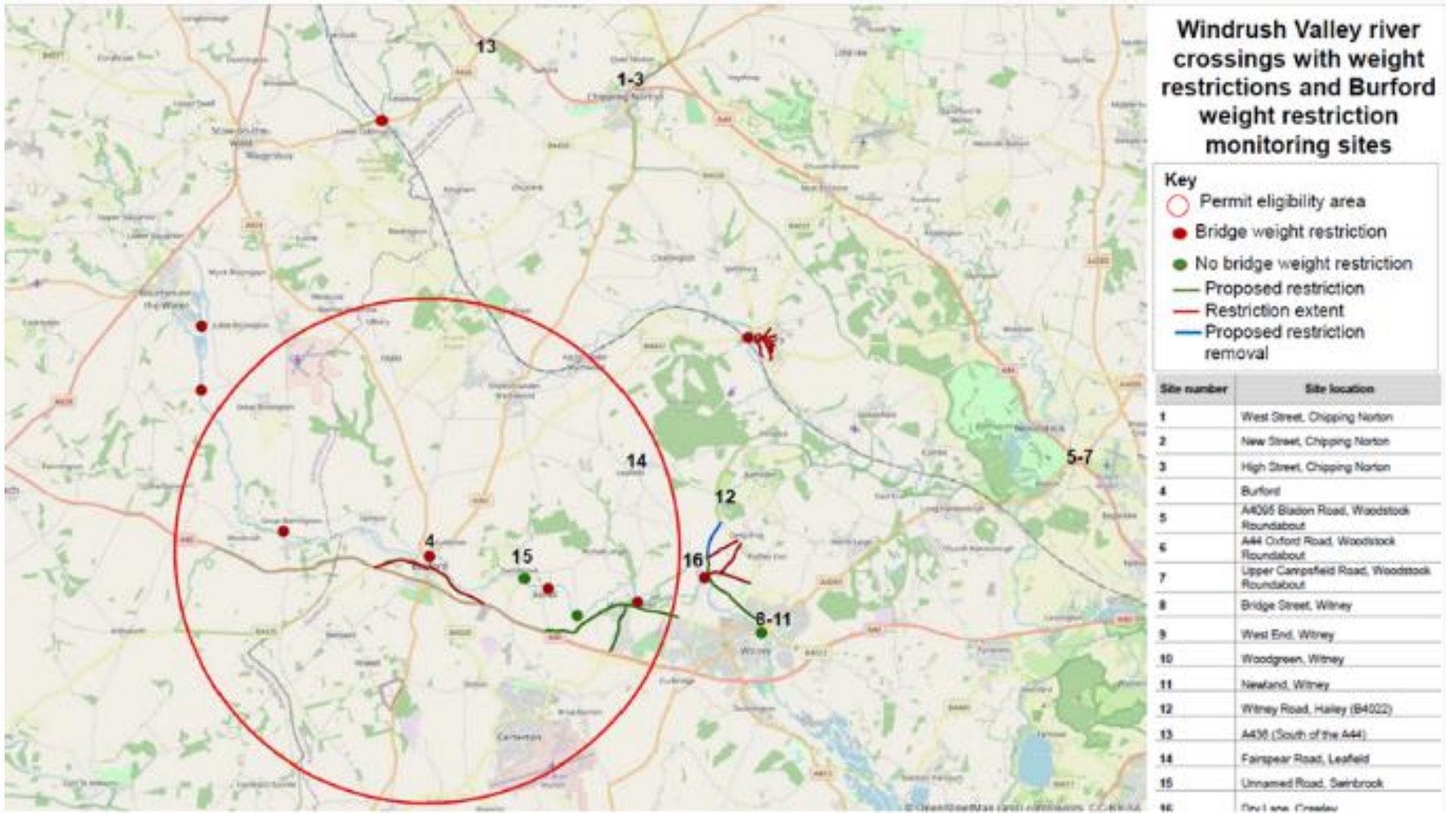
Other Documents: Burford Weight Limit – REVISED Background Paper

Contact Officer: Jacqui Cox Cherwell & West Locality Lead 07919 298304
Jacqui.Cox@oxfordshire.gov.uk

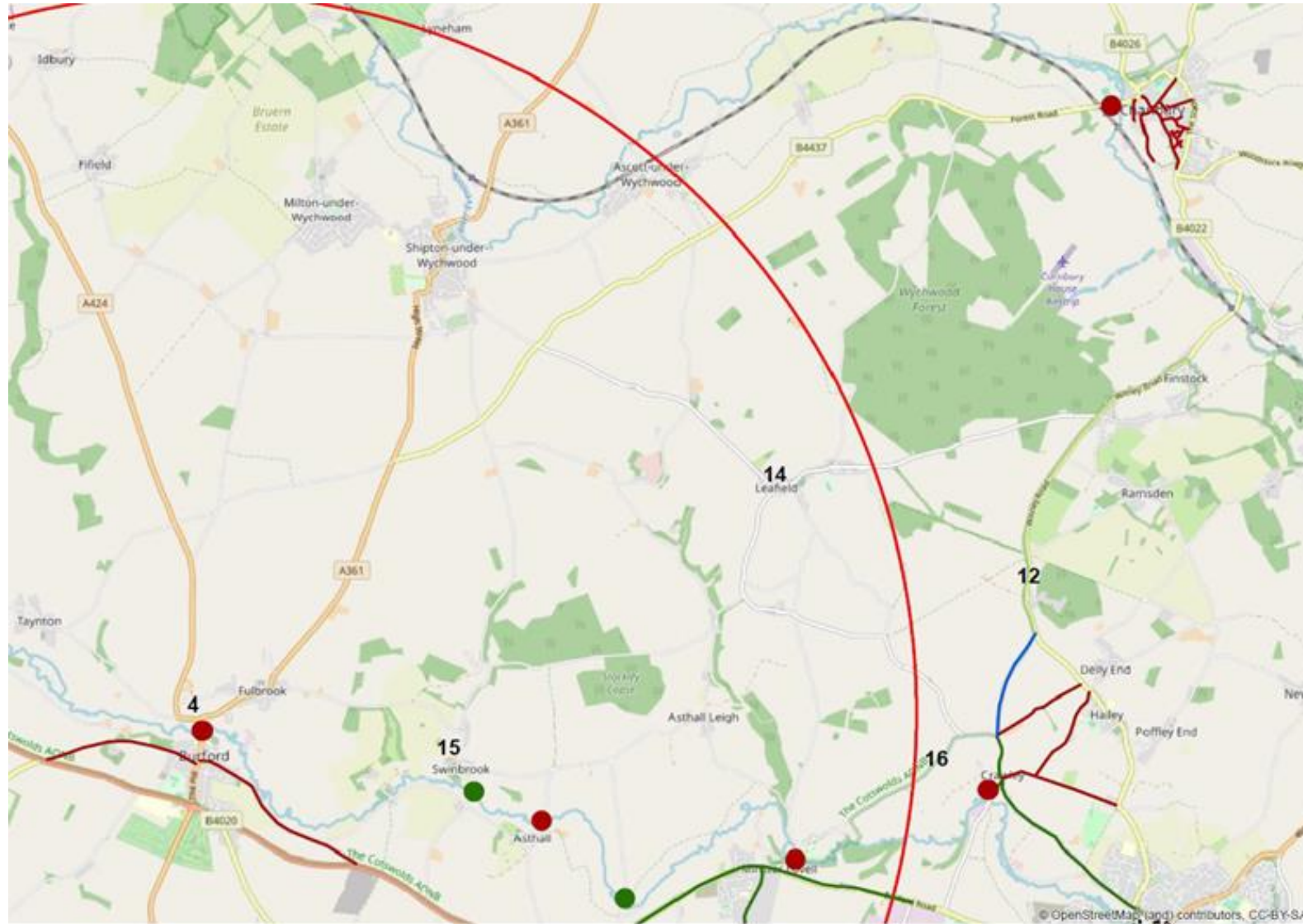
Odele Parsons, Senior Transport Planner, Environment and Place, 07974 002860,
Odele.parsons@oxfordshire.gov.uk

December 2021

Annex A: Map of Study Area



Charlbury, Crawley and Hailey weight restrictions



Key

- Permit eligibility area
- Bridge weight restriction
- No bridge weight restriction
- Proposed restriction
- Restriction extent
- Proposed restriction removal

Site number	Site location
1	West Street, Chipping Norton
2	New Street, Chipping Norton
3	High Street, Chipping Norton
4	Burford
5	A4095 Bladon Road, Woodstock Roundabout
6	A44 Oxford Road, Woodstock Roundabout
7	Upper Campsfield Road, Woodstock Roundabout
8	Bridge Street, Witney
9	West End, Witney
10	Woodgreen, Witney
11	Newland, Witney
12	Witney Road, Hailey (B4022)
13	A436 (South of the A44)
14	Fairspear Road, Leaffield
15	Unnamed Road, Swinbrook
16	Dry Lane, Crawley

Annex B: Representations received since July 2021

Burford ETRO Comments July 2021 – December 2021: Summary of Responses

Page 34

Individual / Business / Council	Respondent Location	Support / Concern / Object	Comment Summary
Town Council	Burford	Support	<ul style="list-style-type: none"> • Within the measurement limitations of the surveys, we believe that all the conditions agreed between BTC and OCC have been satisfied for allowing the ETRO to become a permanent TRO. • Accordingly, Burford Town Council respectfully requests that OCC approves the continuation of the Burford Weight Limit.
Town Council	Woodstock	Object	<ul style="list-style-type: none"> • Woodstock Town Council is writing to express its continued objection to the closure of the Burford Bridge and the A361 through Burford for HGVs • OCC data shows and increase in HGVs along the A44 through Woodstock, particularly vehicles more than 18 tonnes • Woodstock has a significant number of listed buildings opening on to the highway through the town • Many places along the A44 through Woodstock both pavements and road are much narrower than Burford making the buildings more vulnerable to heavy traffic effects • For pedestrians the closeness of huge lorries when they are walking on pavements can be quite frightening • Burford ban is bad for the climate; bad for air quality; bad for business; bad for farmers and bad for Woodstock and for the other towns and villages now suffering additional HGV traffic trying alternative routes to those advised for long distance HGV use
Council	Gloucestershire County Council (GCC)	Object	<ul style="list-style-type: none"> • GCC wish to formally object to the OXCC ETRO. On this basis GCC do not support this scheme becoming permanent.

			<ul style="list-style-type: none"> • To summarise the data, the HGV volumes across the 6 geographic locations in GCC have increased between 1% – 45%, resulting in an average increase of 20%. This far surpasses the average countywide HGV volume statistics set out above for both 2020 and 2021. • Significant increase in articulated lorry traffic through Moreton-in-Marsh along the A44 which could be displaced from both the GCC ETRO and the OXCC ETRO. • GCC ETRO – the formal public consultation received 14 comments: <ul style="list-style-type: none"> • 2 were in general support (Stow Town Council and Oddington Parish Council); • 4 objecting (including <u>statutory</u> consultees - Road Haulage Association, Freight Transport Association as well as the Windrush villages and Moreton Town Council); • Approx. 8 responses enquiring about exemption permits for Adlestrop Bridge and advance warning signage. • OXCC ETRO – the formal public consultation received 395 comments: <ul style="list-style-type: none"> • 180 in support (mostly from the Burford/ Fullbrook areas); • 213 objecting (from all other surrounding parishes etc. this also includes an objection from the Road Haulage Association statutory consultee). • Based on the data that GCC have access to, there seems to be a significant increase in HGVs
--	--	--	--

			travelling through Moreton in Marsh and the Windrush villages (Gloucestershire) and Witney, Windrush villages, A361 Burford, and A44 Oxford Road (Oxfordshire) since the GCC ETRO and the OXCC ETRO were implemented. GCC has also experienced significant increases in HGV traffic in the vast majority of its outlying villages and towns; this pattern is sustained as GCC continues to collect data.
Council	Bladon Parish Council	Object	<ul style="list-style-type: none"> • We have now had the opportunity to consider the latest traffic count data relating to both Bladon and to Burford from April 2019 to October 2021. We have serious reservations regarding its limitations in giving an accurate reflection of traffic patterns over the course of that whole period on the basis of only three, 5-day, counts, and in any meaningful correlation being drawn between traffic movements in one place with those in another or of meaningful analysis of the data as a whole. • The scheme has not apparently brought about the minimum 50% reduction of HGV traffic in Burford on which its success or otherwise was set to be determined at the outset of the trial. In fact, the data suggests that it has achieved only a 15% reduction in all HGV traffic through Burford. In our respectful submission the trial has failed. • The scheme has not in our view been successful; it has been ineffectual and deleterious in impact, and in all the circumstances we would strongly urge that it be discontinued forthwith.
Organisation	WIVTAG	Object	<ul style="list-style-type: none"> • WiVTAG contends that the Burford ETRO could have been avoided if, by logical application of existing County LTP strategy, the HGV ban proposed by BTC had been

			<p>identified as not meeting the full intentions of that strategy.</p> <ul style="list-style-type: none"> • WiVTAG's conclusion is that the Burford scheme has failed. It has not satisfied the approved performance criteria, nor has it made allowance for the adverse impacts on surrounding communities and businesses. We urge OCC to revoke the Burford ETRO. • One possible approach would be to introduce a combined East-Gloucestershire, West-Oxfordshire area scheme based on the Windrush Valley Traffic Envelope that would allow access inside the envelope. • Traffic within the envelope would be limited to vehicles up to 7.5t plus those with origins OR destinations within the area. Defined as a single zonal restriction. • This approach provides a 7.5t restriction for every community within the envelope area, including Burford. • Such a scheme might allow GCC to remove the current weight restriction at Adlestrop. • OCC and GCC should review and improve the signage for current weight restrictions to ensure clear visibility and consistent information that is readily understandable to drivers. • The GCC and OCC Police should add a 101 call reporting option for HGVs.
Individual	Leaffield	Concern	<ul style="list-style-type: none"> • People who now have to tolerate being woken up by hgv's rattling their houses that are close to the substandard badly maintained roads in the surrounding villages • What work is the council now going to do to provide hard facts so that a decision can be made? • Assuming more surveys will be carried out, what data point needs to be reached for either decision? • If more survey work is to be carried out who is paying for this work?

			<ul style="list-style-type: none"> • If more local work is required could the council please liaise with the various organisations to help setup basic data collection criteria and rules • To people who do not live in Burford this looks like an arbitrary somehow biased limit set on one of the counties most important arteries that must be overturned to spread traffic more fairly • This during the largest period of development and urbanisation ever, along with the largest reduction in traffic flow capacity and road maintenance/improvement budgets in West Oxfordshire where private transport and roads will always be the main transport infrastructure for the area • This seeming lack of joined up thinking that repeats itself endlessly in local government is serious
Individual	Leaffield	Object	<ul style="list-style-type: none"> • Have seen an increase in local HGV traffic through surrounding villages including Leaffield • The A361 is an A road, built over many years to specifically withstand HGVs and an increasing volume of traffic • The new routes that vehicles are now taking are based on unclassified roads, with no road markings, poor road foundations, limited footways and have many houses adjacent to the carriageway • The safety of pedestrians has been compromised with the change of traffic flow • Leaffield has no pedestrian crossings, limited and fragmented footways and a primary school at the centre of the village, which ALL re-routed traffic passes • The damage to buildings and the road surface has increased • Greater levels of heavier traffic along the lightly constructed roads is causing vibrations to our property and many others

			<ul style="list-style-type: none"> • The unclassified roads are not designed for the traffic levels they now receive • Additional vibrations are also generated from uneven surfaces • Air quality has decreased whilst Oxfordshire’s Carbon Footprint and pollution has increased • Many journey times have been increased which has not only led to lost productivity but it has also elongated the mileage for local hauliers • Build a bypass, new river crossing, upgrade the alternative routes or upgrade the A361 • I think that the results of the trial period have shown that the weight limit has not met its original aims and has caused a much greater ripple effect across a much wider population • Why has Burford been singled out to attempt to reduce traffic when every part of the county should be sharing the increase that is inevitable through increased urbanisation • The limit should therefore be reversed for at least 12 months and the traffic monitored over this period, and potentially resumed after 12 months alongside mitigation options to minimise the effects of the increase in traffic elsewhere in West Oxfordshire
<p>Business</p>	<p>Icomb</p>	<p>Object</p>	<ul style="list-style-type: none"> • Based on a farm where we produce the majority of the stuff that we then sell to local equine yards around the area • Buy lots of straw from surrounding farms in and around the Burford area • Due to the Burford Bridge, a further weight limit was placed on the Oddington bridge to stop traffic diverting that way • This has impacted us hard as this was our only other way out to most of our customers other than going through Stow-on-the-Wold

			<ul style="list-style-type: none"> • We applied for a permit at the time to use Burford only to be told a short sharp you are not situated close enough to the bridge • We have a customer in Shilton by the wildlife park and in order for us to get there now it's added around 30 minutes to the journey • We visit Lambourn 3 times a week and it has added I would say 45minutes to the journey • Extra driving only means one thing more fuel burnt, which is the environmental implication • Increased wages for the driver which again has impacted our ability to be as competitive as we can be • Not being able to get as much done in the day within the drivers hours laws • If the bridge was not structurally sound to take the traffic then I can understand but I believe this is not the case • There is not a thing that we live with that involves a HGV journey somewhere along the line
Business	Herefordshire	Concern	<ul style="list-style-type: none"> • Driver left Charlbury to travel to Faringdon to take two loads from Faringdon to Evesham – unaware of a closure in Witney West End 25th Oct to Nov 1st, driver had to turn very large logging lorry around on the Hailey Road and follow the diversion signs • When sign directed driver to Ramsden, he was concerned about the size of the vehicle so headed into Leafield to get to the A361 • Not being able to go through Burford, driver was forced to go up the A424 to Stow and back down the A429 to Northleach, left to the A40 and past the top of Burford to get to Faringdon to pick up the first load • That first morning diversion took 1 ¼ hours. Subsequently travelling between Faringdon and Evesham took an extra ¼ of an hour each trip (so an extra hour of driving time) to take the recommended route to avoid Burford

CMDTDS4

			<ul style="list-style-type: none"> • With such a big lorry, the driver doesn't like going on smaller roads but they are a small business so every mile counts • With the Burford bridge closed it is very frustrating navigating this area
Business	Signet	Concern	<ul style="list-style-type: none"> • As our lorry is exempt on the private horse transport wording, then assuming that does not change we will still be allowed to drive up and down Burford high street as we need • Why are the exemptions not made a lot more public? There is no mention on any sign or anywhere else readily locatable by others • Why was the limit set at 7.5 tons? The smaller ones which are normally the more local transport vehicles probably do no damage whatsoever and wanting to shift the small HGV traffic onto someone else's patch seems unfair • It cannot be sensible for small 7.5-15 ton HGV vehicles having to sometimes drive miles out of their way and consume a lot of additional fuel in the process not to mention additional driver hours • The bridge at Bibury has an 18 tonne limit and has never caused an issue. The big artics don't use the Burford-Bibury-Cirencester road but all the local and small lorries do without any issues
Business	Chadlington	Object	<ul style="list-style-type: none"> • The company completes a fair amount of work for BMW running from Swindon to Cowley. However, as we are based in Chadlington, we either have to go to Enstone, Woodstock, Oxford thereby creating more congestion through Woodstock and around Oxford • Alternatively we can go through the back roads via Spelsbury, Charlbury, Witney and then along A40 to Burford this route is thwart with dangers notably on the narrow roads with overhanging tree branches

			<ul style="list-style-type: none"> • Another alternative is to go to Fulbrook turn up the A424 to Stow on the Wold and then turn left on the A429 towards Cirencester, however coming back on that route is quite a challenge as the junction from the A429 to A424 especially in a slow moving articulated vehicle is quite dangerous • All of these route though greatly increases travelling time, fuel usage and of course environmental costs. • We also do a lot of deliveries for Matthews Flour Mill in Shipton-under-Wychwood mainly to the London area • Because of the Burford weight limit we now have to go via Chipping Norton and Woodstock which of course not only creates congestion in Chipping Norton and Woodstock it increases once again as above travelling time, fuel usage and environmental costs
Business	Witney	Object	<ul style="list-style-type: none"> • When enquiring about a permit to travel through Burford from our address in Witney, as we had several delivery sites the other side of Burford, we were told we were excluded • So all our journeys to these destinations now use the longer route of the Northleach intersection of the A40/A429 adding another 10 miles/25 mins to our journey • Not only is it costly and more time consuming, it is not very environmentally friendly either
Business	Bampton	Object	<ul style="list-style-type: none"> • It is a nightmare, now they have taken away the crossing at Burford, because they are either going through Leafield or up to Chipping Norton on the A361 and down on the A44 • Due to the slower route through Leafield and Witney or the longer route through Chipping Norton they can only do 3 loads in a day whereas in the past they would have done 4 • LA Lockhart - the route they are having to take is Leafield, Witney (through the AQMA and double

			<p>roundabout) onto the A40, right at Eynsham on the toll road and onto Abingdon. Usually when they did the journey, from this area, they would keep on the faster, more fuel efficient and time efficient A road via A361 through Burford, A40 to Eynsham etc, which would have meant they could have done four loads but now they can only do three.</p> <ul style="list-style-type: none"> • This is costing the business more, which they are passing onto their customer. • One of the things overlooked by the Burford ETRO is that many of the delivery lorries or in this case aggregate lorries are on the road all day and every extra mile is more time and more cost • Exasperated by the Burford restriction and feel that no one takes their business, costs and the environment into account • It is up to the drivers which routes they take, some may be coming through Leafield and Witney others via Chipping Norton, either way their carbon footprint is bigger • What provision is the County Council going to take if another large housing development comes up in the next few years with the 1,000s of loads that will need to be trucked in, bricks, wood, hardcore etc? • As the A361, the only A road in this area, is being cut off at Burford what is the county councils future plan for deliveries this area?
Individual	Woodstock	Object	<ul style="list-style-type: none"> • Often heavy goods vehicles turn or reverse into this narrow road causing vibration, noise and sometimes alarm • The A44 through Woodstock has exceptionally narrow pavements on this northern stretch • One point on the pavement it is not even wide enough for a pushchair or a wheelchair. It is along this pavement

CMDTDS4

			<p>that children from Vermont Drive and the estate behind are expected to walk to and from school on a daily basis</p> <ul style="list-style-type: none"> • This is not safe now and will become increasing dangerous with more vehicles • It is our belief that the trail period should cease and certainly not be made permanent because of the danger to life and to property.
Individual	Woodstock	Object	<ul style="list-style-type: none"> • The A44 as it passes through Woodstock and old Woodstock is not suitable for HGVs • It is so narrow as it passes through Old Woodstock along Manor Road that two HGVs are unable to pass each other without their bodies overhanging the pavements either side • In places, the pavement is barely 2 feet wide, with houses and retaining walls preventing any pedestrians taking refuge from avoiding traffic • HGVs must negotiate both steep inclines and bends, sometimes both occurring together, all at the speed of 30mph, where a limit of 20mph would be safer • A44 is the only pedestrian route from Old Woodstock to Woodstock town, and hence the only means of school children getting to schools in Woodstock, mothers with buggies, and the elderly and infirmed to reach facilities in the town • No reason why Burford should be treated preferentially in the matter of HGV traffic • That Burford should be able to buy privilege is simply wrong • Houses and shops on Burford Hill are all a distance from the road, unlike those in Woodstock • The residents of Woodstock don't enjoy this choice and have put up with an unacceptable, dangerous volume of HGV traffic for far too long
Individual	Leaffield	Concern	<ul style="list-style-type: none"> • A Roads are purpose built for HGV's

CMDTDS4

			<ul style="list-style-type: none"> • The unclassified ones through Leaffield are not. They do not have the same foundation and are not repaired as frequently as A Roads. • Who is going to pay for the repairs? • Sending HGV's on to unsuitable roads causes damage to verges, footpaths, bridges, and culverts • Residents feel unsafe because of HGV's using unsuitable roads, which are used by walkers, cyclists, horse – riders, the disabled and families with children
Individual	Woodstock	Object	<ul style="list-style-type: none"> • We can't put up with HGV's on Woodstock roads • If Burford can ban HGV's – then so should Woodstock • The roads and pavements are too narrow and very dangerous for pushchairs and wheelchairs etc – let alone ordinary folk • If delivery vans / builders park partly on the pavement, you end up having to walk round them via the road – which can be life threatening anyway • Now a lot more noisy – can't imagine what noise levels will be like with new housing being built – more HGV's
Individual	Leaffield	Object	<ul style="list-style-type: none"> • Leaffield – one of the main diversion routes • Since the trial came into force, the roads through and around Leaffield have become quite a danger zone • Some of the trucks passing through are huge and are helping to destroy the roads, which already need attention and repair – these narrow roads are absolutely not built for such traffic • For children and the elderly or infirm (especially) it makes their home surrounding a frightening place to try and walk – in particular where there is no pavement • I fail to see why an obviously wealthy town like Burford should be allowed to off load their problems onto the surrounding area and especially villages • I understand the drivers of these trucks are also far from happy with the situation

			<ul style="list-style-type: none"> • Revoke the Burford weight restriction at the end of the trial
<p>Individual</p>	<p>Leaffield</p>	<p>Object</p>	<ul style="list-style-type: none"> • We would encourage you, fellow town and county councillors, to take heed of surrounding villagers significant concerns and remove ban to allow HGV traffic to flow over the crossing • The displacement of HGC traffic has resulted in a noticeable increase of HGV vehicles through Leaffield • Leaffield as a small village, with little street lighting, twisting and narrow streets and surrounding B-class road ways not suitable or capable of taking HGV traffic at all, let alone in increasing volumes • The Leaffield roads are narrow, poorly lit and often full of parked cars, with very little passing space and will be congested when HGV's attempt to pass through • It is highly likely if not certain that an accident will arise by displaced HGV's driving though Leaffield • Significant safety risk to kids attending and leaving school or people leaving the pub • Times are economically very difficult for hauliers, post pandemic and in recent driver shortfalls • This increases road miles, costs more in fuel and increases emissions - makes our local haulage business less profitable and adds to transportation costs • Stewart Milne Timber Systems articulated trucks are diverted to Northleach roundabout, or through Witney or East Bound on the A40, with approximately 50 truck movements a day (in/out bound) • This is a significant economic burden, adding fuel to fuel costs, increasing emissions and increasing journey length, resulting in a less productive efficient and viable delivery option to market, than would be the case if the Burford option was open to us • Getting permit to use the bridge is very difficult and unlikely

			<ul style="list-style-type: none"> • Permits have not been issued during the ban trial period and are unlikely to be forthcoming after the ban • The Burford road is a A-Class road, designed and suitable for HGV traffic, as a significant primary road artery within the region • Burford has always functioned as a main through traffic through destination, connecting towns, such as Burford, Stowe on the Wold and Moreton on the Marsh all of which have an A-class road running through them for a long time • Whilst the bridge maybe narrow, it is strong enough and safe, due to the need for one-way flows • The ban sets a bad precedence, that could be used by other towns, with a similar main road thoroughfare • Bridge needs to be re-opened to HGV traffic • The increased safety risk to surrounding villages, increase in emissions and economic hardship created, on local businesses, must surely override an ill conceived trial, that merely seeks to displace HGV movements to areas, significantly less capable of taking them, than the classified A-Road through Burford
Individual	Hailey	Object	<ul style="list-style-type: none"> • Diverting this traffic through Witney and in some cases on to the B4022 through Hailey is highly undesirable • The B4022 is already in poor condition. Extra heavy traffic will exacerbate the deterioration • It will also raise the pollution levels • Hailey is a small rural village with a very narrow road through it. • The school in the middle of the village makes a potential dangerous situation for children and their parents walking on narrow pavements to and from
Individual	Leaffield	Object	<ul style="list-style-type: none"> • Leaffield like many other small villages in this area north and south of Witney, has been subjected to a high number of heavy goods vehicles coming through our

			<p>narrow, residential roads as a result of Burtford's closing the A361 to HGVs over 7.5t</p> <ul style="list-style-type: none"> • The A361 is the only wide A-road crossing in this area and the disruption, not to mention danger, of very heavy, unwieldy vehicles coming through numerous villages where roads are narrow, windy and often heavily parked because many properties don't have off-road parking, is contrary to road and pedestrian safety • In Leafield most children walk to the primary school on The Greens along narrow or non existent pavements where roads narrow so vehicles from different directions cannot pass without one giving way. This is frightening for all concerned, children, parents and lorry drivers who would never choose to take this route • A361 road has room for parking either side and wide pavements • HGVs through villages are adding to air pollution and destroy roads that are not very well maintained anyway • The presence of heavy vehicles in small towns and villages destroys the tranquillity and peace • Interviews with drivers and companies have shown that they do not want to take these routes through narrow minor roads, which add miles to their journeys, as well as raising drivers' fears of sudden collisions or accidents • Driving round the village becomes more hazardous when you do not know when you may come face to face with a massive vehicle
Individual	Leafield	Concern	<ul style="list-style-type: none"> • I would like to raise my concerns regarding the amount of HGV's currently roaring through the village in very close proximity to the local primary school. • Diverting traffic from the A361 through Burford which is a wide A road onto minor roads is not helpful • Pedestrians feel threatened by these large HGV's which do NOT adhere to the speed limits set driving so close to us

			<ul style="list-style-type: none"> • Who will pay the cost of extra repairs due to heavy traffic? • The Burford restriction is damaging local businesses • Closing the A361 in Burford forces HGV's either through Northleach roundabout or Witney. This alters traffic flow across a wide region • The extra miles on these diversions raises air pollution which conflicts with OCC's targets for net zero carbon • Leafield is already a rat run for those who cut through the village going to work just to cut time and miles from their journey instead of using the appropriate roads around the village
Individual	Swinbrook	Object	<ul style="list-style-type: none"> • Since the implementation of the Burford ETRO there has been a marked increase in the number of HGVs that are coming through the village • Since the Burford ETRO there has been a marked increase in the number and type of HGVs that have come through the village, these include, Skips lorries, Oxford Carrier, Palletline, Witney Plant Hire, Lomas Distribution, Beaches Logistics, Edinburgh Removals etc • Our village is popular with walkers, cyclists & horse riders with a number of local walks featuring in many books and the road through Swinbrook is part of the Oxfordshire cycleway • It is very unnerving & threatening walking along the lanes when an HGV is coming through • We have no pavements in Swinbrook and some of the verges are more like banks • At least one property hit and damaged several times by HGVs and wall has also been destroyed • Always concerned when we go out to our cars on whether they have been damaged due to their proximity to the road

CMDTDS4

			<ul style="list-style-type: none"> • A number of the verges have been destroyed throughout the village as vehicles are unable to get past the HGVs so either the car or the HGV is being forced onto the verges • The verge damage is also causing massive potholes as it is not part of the tarmac road which could cause damage to people's vehicles when they are forced into one
Individual	B4022 (between Witney and Charlbury)	Object	<ul style="list-style-type: none"> • This proposed ban will force drivers of HGVs to find alternative routes on smaller B-roads which are usually narrow and twisting through various villages • These often have problems with parking so the large vehicles will have difficulty negotiating the parked cars • There are often no pavements in these villages so there is also a risk to pedestrians • I am a horse- rider and already find that the roads around the local area are busy and frightening at times due to the volume and size of the vehicles using the roads • An alternative route via the B4022 between Charlbury and Witney is already very busy and vehicles do travel at excessive speeds - there are frequent accidents on this road, and occasionally fatalities • Drivers of the HGVs will find that this road enters Witney through ' West End' which is regularly clogged up with traffic and very narrow in places • One of the alternatives is to divert through Crawley which is incredibly narrow and totally unsuitable for larger vehicles • There are other issues to consider, including damage to roads and verges, loss of business to Burford and damage to the environment due to longer journeys and exhaust emissions

<p>Business</p>	<p>Chipping Norton (with additional depots in Gloucestershire and Worcestershire)</p>	<p>Object</p>	<ul style="list-style-type: none"> • Currently deliver or collect plant and other equipment to customers in and around Burford two or three times every week • All of the customers that we deliver to and collect from have been with us for a considerable period of time and before the current weight restriction was put on the bridge • The weight restriction on the bridge means that our plant delivery vehicles have to leave Chipping Norton and travel through Charlbury, Finstock, Minster Lovell then onto the A40 to drive to Burford • This increases the return distance travelled from some 11 miles to 22 miles therefore effectively doubling the return journey time from one hour to in the region of two hours • Direct impact on our drivers duty time and means that we may on occasion have to incur additional costs in overtime for the driver • The increased mileage means that our fuel usage for each return journey doubles from approximately 10 litres to 20 litres of diesel • There also the costs associated with the use of consumable items such as tyres, brakes, lubricants etc and general maintenance of vehicles • In addition the use of the non-direct route also increases the number of settlements that our vehicles have to travel through • The fact is that longer journeys mean that more emissions are created and more people are effect by them either directly by inhalation or by the long term effects of global warming • Increases their operational costs and therefore increases the prices of whatever items they are selling into the general population
-----------------	---	---------------	--

CMDTDS4

			<ul style="list-style-type: none"> • Impact on the customers we are selling to, this does reduce our competitive edge • We do not hold a permit for Burford, as it states that the applicant must have an operating base within Burford. • The situation for us would be eased if vehicles who deliver to Burford on a regular basis were within the criteria and allowed to apply
Individual	Witney	Concern	<ul style="list-style-type: none"> • Very concerned at the large increase in traffic on West End Witney with reference to HGV'S being rerouted through Witney and surrounding villages • West End is a street built without consideration of current traffic flows and comprises many listed buildings • The vibration and air pollution has increased significantly, no consideration seems to have been taken of the fact that the area is an AIR QUALITY MANAGEMENT AREA • The effect of the Highways trial also seems to be at odds with the County Council's own thoughts on possible proposed plans for improving traffic flow on West End and Bridge Street in Witney
Individual	Little Barrington	Object	<ul style="list-style-type: none"> • This not SOLVING a problem, but simply MOVING it • No logic in tackling Burford's traffic problem simply by creating much worse, more widespread, more damaging and dangerous problems elsewhere, by forcing HGVs along minor roads and over tiny bridges that are totally inappropriate for such large vehicles • Since the ETRO in Burford, the village increasingly feels like "Burford by-pass" - but without any of the space, safety and planning required for a real by-pass • The road is barely wide enough for two cars to pass, so HGVs are now relentlessly eroding the edges of our village green, creating potholes, weakening our bridges • It really isn't fair to expect the HGV drivers themselves to cope with navigating these impossible routes

			<ul style="list-style-type: none"> • My objection is not to the Burford bridge weight limit in principle, but to enforcing it BEFORE a suitable alternative route for HGVs has been agreed and put in place • It is imperative to continue allowing HGVs to use the A-road through Burford that was intended for such traffic
Business	Witney	Object	<ul style="list-style-type: none"> • Stewart Milne are looking to expand in Witney so the infrastructure and road networks around Witney are very important, not just for them but for any future investors in the area • Being a large business they have the choice to be next to the M1, for instance, in Northampton or they could invest in a small town like Witney. This is why keeping the Burford A road to access the north is so important • The A40 going via Oxford already causes a lot of delays and congestion, so adding another barrier near Witney by closing the best direct route through Burford's A road going north is another disincentive to invest here • We can have up to 50 truck movements a day in/out bound, including incoming suppliers materials • I doubt we or our haulier/drivers, would ever send a HGC artic down Burford high street, during the peak of the day, due to congestion/parking etc unless they absolutely had to, but we do want the option to do so, especially as our deliveries are typically out with peak daytime high street use and it's a A-Class route
Business	Kingham	Object	<ul style="list-style-type: none"> • Just to get back to his yard on a daily basis from here it is an 8 mile diversion each way • May not seem a lot but over the course of a week adds up when you look at driving hours • Some of his diversions can be up to a 45 min difference • Additional fuel costs due to diversions at a time when reducing emissions is a hot topic

CMDTDS4

			<ul style="list-style-type: none"> • When he has a wide load the A361 is a better route to take back to his yard over the Fosseyway as it is not well maintained with over hanging trees • Experienced villagers shouting as he has driven through – delivering to a farm in the village and not using it as a cut through
Business	Witney	Object	<ul style="list-style-type: none"> • At their current levels it is a £26k uplift in fuel costs pa • Hayters regularly go to Kingham and the diversion now is quite a detour to what it could be
Individual	Leaffield	Object	<ul style="list-style-type: none"> • The roads in Leaffield are clearly not suitable for Burford HGVs • Our children must be able to walk and cycle to school in safety. The older members of our community should not feel intimidated by heavy traffic so close to narrow and uneven pavements • It is harming local farms because their grain and produce lorries from the ports can't get permits • It is hurting local haulage businesses who are finding it a nightmare without the Burford bridge to access the farms, businesses and building sites and homes north of the River Windrush
Individual	Hailey	Object	<ul style="list-style-type: none"> • The A361 through Burford is a wide A road, why therefore divert HGV's onto minor roads elsewhere e.g. B4022? • Extra miles required on these diversion routes will be adding to pollution, this conflicts with OCC's target for net zero carbon • Hailey residents are seeing the impact of this on the village with the increased amount and size of HGV's re-routed to travel through the village via the B4022 (often at speed) • It is extremely uncomfortable and threatening for pedestrians using the pavements either side of the road,

			<p>where in one area in particular there is no pavement and the road outside the primary school narrows</p>
<p>Individual</p>	<p>Leaffield</p>	<p>Concern</p>	<ul style="list-style-type: none"> • Implementation of a weight restriction on the A361 at Burford that forces heavy goods traffic on to alternative routes through rural communities that do not have the appropriate infrastructure to cope • The A361 is a major route, designed to take large volumes of traffic of all sizes. The bridge at Burford has been strengthened to cope with the volume and load size of vehicles traversing this North/South artery • A weight limit of 7.5 tonnes, on a bridge designed to carry 100 tonnes does not make sense. It creates far more problems than it delivers solutions • Unnecessary mileage through rerouting is contributing to deterioration of air quality along the route and is contradictory to OCC's commitment to Zero Carbon emissions • Many of the rural communities that are adversely affected by these detours have little or no pavements, narrow, winding streets and little off-road parking. Leaffield is a prime example • Increased HGV traffic at all hours, day and night, negotiating our narrow streets with too much haste • Leaffield used to be quiet, especially away from the morning and evening rush hours. It has become much noisier and much busier since the ban has been in place • I am aware of occasions where pedestrians have been fearful for their safety whilst walking on the pavement whilst a juggernaut attempts to squeeze through the village • Damage to the village infrastructure is evident • The situation must be having an adverse financial effect on the haulage companies • If the ban is made permanent, I fear it may open the floodgates for similar measures to be put in place by

CMDTDS4

			wealthy communities that would overwhelm less affluent ones
Individual	Crawley	Concern	<ul style="list-style-type: none"> • Crawley is only a small village, has small lanes and virtually no pavements • This makes any use of the roads hazardous and a dangerous place when we walk or cycle on them • The A361 through Burford is a wide A-road and it's clear that Burford has just moved the HGV problem elsewhere • Smaller villages like Crawley do not have this level of funding so why do we have to put up with the issues caused by HGVs? • Roads in and around the area are already in a poor state and no sooner are repairs carried out, the volume of HGVs, tears them up
Individual	Crawley	Concern	<ul style="list-style-type: none"> • Concern over the volume of HGV movements in Crawley • Crawley is a small village with virtually no pavements and we feel threatened by large vehicles on the country lanes and find it rather scary walking and cycling in the village • The A361 through Burford is a wide A-road and it's unclear as to why HGVs have been diverted onto minor roads • Crawley's roads/lanes cannot manage these larger types of vehicle • Why should larger and wealthier towns be allowed to shift their road problems to smaller villages which don't have this level of available funds?
Individual	Leaffield	Object	<ul style="list-style-type: none"> • Burford have twice been given the option of a bypass, which they rejected as they did not want to deny their high street eateries & shops commercial success • Burford high street is a proper 'A' road, unlike the local villages who are currently suffering destroyed verges,

			<p>disruption, and endangered school children & their parents especially on no pavement areas</p> <ul style="list-style-type: none"> • The HGV drivers are not to blame for this state of affairs, they are also suffering increased journeys & higher salary bills • The whole situation is miserable for all concerned. Leafield, Crawley, Shipton, Field Assarts (& other village names I may have forgotten) • Why was there no consultation • Why does one village have superior rights to a number of others?
Individual	Leafield	Object	<ul style="list-style-type: none"> • The Burford bridge HGV traffic limits imposed this year have created an unacceptable and outsize burden on other communities • The deliberations that resulted in the closure action lacked analysis of consequences beyond Burford and ignored the benefits (and imperative) to utilise the A361- a road that was designed to carry all traffic safely • The closure shifted the volume, noise, safety, and roadway (surface and verge) degradation caused by large vehicle traffic from an A road to several villages • It has also caused significant delays for goods haulers due to the distances and time required to use alternative routes. Time is money- wages, fuel, and additional vehicle wear and tear for the haulers, and thereby added costs for their customers • Through traffic in Leafield is primarily commuting to and from Witney, local building projects and services, and farm operations • Because of low weight limits and narrow bridges over the Windrush and Evenlode Rivers in nearby villages, the HGV lorries now can choose (or perhaps be directed by satnav) through Leafield • The school is on the Green with some classrooms and an outdoor play area immediately adjacent to the

			<p>roadway eastward to Lower End which is the primary through route used by the diverted HGVs, so noise and traffic volume (air quality) are primary issues there</p> <ul style="list-style-type: none"> • The school's "playing field" is the village green immediately opposite the principal road junction and the road parking and unmarked crossing are safety concerns due to traffic concentration at and near the junction exacerbated by parents dropping off and picking up children • There are NO marked or protected (i.e. pelican) pedestrian crossings in Leaffield, and the limited pedestrian pavements are insufficient to ensure child and adult safety in the best of times • The traffic surveys conducted by local residents (including me) in May and June, 2021, have documented the numbers of large vehicles since winter • Unfortunately no baseline studies were made before the road closure was instituted for Burford, so the "proof" of significantly increased numbers is lacking • The only sensible solution is to terminate the "trial" closure until such time as more consideration is made of costs to local communities • Surely the primary factor here is that "A" roads (and to a similar extent "B"roads) are created and maintained to serve everyone and to a standard of safety and durability to accommodate HGVs
Individual	Leaffield	Concern	<ul style="list-style-type: none"> • So many lorries and villagers getting frustrated by the noise and vibrations they make • Children were back at school and we have no pavements. It is so dangerous • Leaffield had the additional problem of two large water leaks in Fairspear Road for weeks. Thames Water are keen to mend it but the road will have to be closed
Individual	Leaffield	Object	<ul style="list-style-type: none"> • Burford is on an A road and all of us in the villages live on B roads or unclassified ones

			<ul style="list-style-type: none"> • A roads get national financial support for their upkeep while our small roads get more dilapidated by the day • The lorry drivers too do not like inflicting themselves on all these small villages. It is so difficult for them to manoeuvre through these small lanes and village streets plus taking more time to deliver items and less deliveries a day • I am so worried that one day we will have a serious accident here in Leaffield • We have no footpaths so children, people with pushchairs and the elderly have had to walk on the road. • There are only a few pavements in the village and to get from A to B - we have all managed to walk until this lorry ban at Burford • Burford were also offered a bypass more than once and refused to have one because of losing trade
Individual	Leaffield	Object	<ul style="list-style-type: none"> • The weight limit imposed on the Burford bridge has consequently increased the amount of HGV traffic passing through Leaffield • With narrow and winding streets, Leaffield is not well suited to accommodating large vehicles • With the recent increase in traffic, it is now common to see lorries mounting the pavement, particularly in front of the church, in order to negotiate the bend in the road • There is barely enough room for 2 cars to pass each other so larger vehicles struggle to get through • The increase in HGV traffic is creating a significant risk of an accident • Leaffield has always been a popular destination for cyclists but the transformation in traffic type since the Burford bridge was closed to HGV has made cycling through Leaffield more dangerous

			<ul style="list-style-type: none"> • Negotiating junctions, speed bumps, parked cars and the oncoming traffic are all difficult for the HGV drivers who I am sure haven't chosen to pass through Leaffield but simply have no option any more • I daresay the Burford bridge has sustained damage as a result of continuing traffic but the consequence of closing it to HGV has deflected the problem elsewhere onto more minor roads • Revoke the Burford weight restriction at the earliest opportunity to restore the peace and quiet that Leaffield and surrounding villages used to enjoy
Individual	Witney	Concern	<ul style="list-style-type: none"> • The B4022 (Hailey Road) is one of the alternative routes for HGV traffic during the A361 restriction. In my opinion this road is totally unsuitable to carry heavy traffic • West End cannot accommodate HGV traffic in addition to local traffic • There is already serious concern about air quality in West End without increasing the amount of traffic queuing there • The junction with Hailey Road is prone to flooding in heavy rain. Not only will HGVs further damage the road surface which is regularly damaged by fast flowing water, but there is the risk of vibration damaging the underground drainage which clearly isn't coping • Hailey Road itself is poorly maintained, further heavy traffic flow only exacerbates this situation • There is a busy primary school on the edge of Witney. Twice a day this creates a lot of traffic, both cars and pedestrians. If HGVs are regularly driving along the road there will be a significant hazard to children and their parents • The pedestrian crossing outside the school is raised. HGV drivers ignore this and do not drop their speed resulting in a loud clanking and clattering as they drive over it

			<ul style="list-style-type: none"> • The foot path between the school and Foxburrow corner is poorly maintained, very narrow but it is well used - feels dangerous to walk on with large vehicles accelerating up the road out of Witney very close to where you are walking • The B4022 then travels through Hailey village. The main road through the village is narrow in places • Beyond Hailey the B4022 is narrow, undulating and has many bends • Why divert heavy traffic along country lanes and through small villages when there are A roads available which are constructed and maintained to manage heavy traffic?
Individual	Leaffield	Object	<ul style="list-style-type: none"> • The volume of HGV lorries is incredible, Leaffield is a small village with narrow roads that are not suitable for HGV traffic • It will not be long before there is a serious accident • The safety of our children is threatened as they cannot walk or cycle to school safely and other elderly people feel frightened by the proximity of the lorries when they are using the very narrow pavements • This is in addition to the noise and pollution caused by the sheer volume of HGVs • While I appreciate that this is a serious problem for Burford and they rightly want to solve it, it must not be at the expense of neighbouring small villages
Individual	Hailey	Concern	<ul style="list-style-type: none"> • Have definitely noticed a significant increase in HGVs using the B4022 through Hailey over the last 12 months at all times of the day • At certain points in the village, the road is very narrow and large HGVs add to the risks for pedestrians and school children at this point • At present there is no 'lollipop' person to assist the children across the road, and at the beginning and end

			<p>of the school day the problem is exacerbated by the number of cars parked near the school.</p> <ul style="list-style-type: none"> • Many of the houses give right on to the road it would be no surprise if persistent use by HGVs may damage some of the properties , whose foundations were not built to cope with heavy traffic of this kind • Increased traffic, particularly of HGVs, also presents risks for motorists emerging from the 'blind' corners at Church Lane and Giernalls Road • The impact of these HGVs must also be felt in West End and Bridge Street in Witney, and must also have an impact on air quality • The B4022 is a B road with speed restrictions, and some narrow bends between Hailey, Finstock and Charlbury. It is not a suitable route for HGVs, when there are good A roads available - the A361, the A 424, and the A 4095
Individual	Little Barrington	Object	<ul style="list-style-type: none"> • Hope that the experimental 7.5T weight restriction through Burford is lifted once the 18 month trial period comes to an end • The road through Burford is an A-road, and also the confluence of 2 A-roads at both ends • The most suitable route for HGVs needing to cross the Windrush is on existing A-roads • Outside of the motorway network, A-roads are the primary route by which to transport goods, whether this be via small or large lorries. To prohibit them from using the A361 through Burford is non-sensical without alternative routes being identified and or built • The effect of prohibiting the HGVs through Burford and enforcing it using expensive technology means that these HGVs are now using other routes. • Some of these routes are through villages such as our own (Little Barrington), where existing TROs are in

			<p>place, but are impossible to enforce without the same expensive technology</p> <ul style="list-style-type: none"> • The roads through these villages are narrow and unsuitable for HGVs • Seeing significant increases in HGV volumes and the associated damage to roads, verges, bridges and even parked cars • To move the HGV problem from Burford onto smaller communities with fewer resources to enforce existing TROs is not the solution • The police are not equipped to deal with enforcing the existing TROs in these communities - report HGVs to the police and they will not do anything because while the HGV are breaking the TRO, they need to access locations the other side of Burford and travelling through the villages, where there are no cameras is preferable to taking the better A-road route through Burford • Since the HGV ban has been in place, it is no easier to drive into Burford and park the car than it was beforehand • The Burford situation will only improve if there is an adequate alternative which would benefit Burford on two fronts. It will remove the unwanted HGV traffic, but also the cars which are simply passing through • To deal with the HGV problem there needs to be a viable alternative route – a bypass: the current situation is a bypass by proxy where the relief roads are small country roads, unsuitable for heavy traffic
Individual	Woodstock	Object	<ul style="list-style-type: none"> • In recent years the population of Woodstock has been increasing and will continue to do so as more newly built houses come on-stream. This brings with it an increase in traffic in this little town. • All local and through traffic uses Oxford Street, the main North/South road. It is narrow with pinch points at its southern and northern extremes, the pavements are

			<p>very narrow so pedestrians, mothers with prams, children, disabled and the elderly users are very close to passing traffic</p> <ul style="list-style-type: none"> • Also this main street is also used by several buses - 5 bus routes go through the main artery- with bus stops on both sides of the street inevitably reducing space for other traffic • It is against this background that the increased commercial traffic resulting from the closure last summer of the A361 through Burford should be seen • There has been a significant increase in HGVs travelling through Woodstock. This, by itself, would be a cause for concern • However, the much larger accompanying increase by a 3rd in bigger HGVs, especially 5 and 6 axel trucks, is overloading the town. These are very large vehicles to be using in such numbers the narrow main street • Quite literally, properties on this street tremble as they pass by. The commensurate increase in air pollution is a further cause for concern • Do not to extend the temporary restriction on the A361 to such traffic . I quite understand that Burford residents also have concerns about town traffic. However, the absolute ban in Burford has disproportionately and unreasonably shifted this traffic to Woodstock • Could the ban be lifted, perhaps whilst a more detailed study is made to allow other possible solutions to this problem be considered?
<p>Individual</p>	<p>Little Barrington</p>	<p>Object</p>	<ul style="list-style-type: none"> • The change in our lives and to the small rural village of Little Barrington has been devastating since the 7.5 t limit on A361 through Burford • Burford Town is sited on BOTH the A40 & A361 both major trunk roads since the Middle Ages • The residents of Little Barrington, a rural community, chose to live here because it is, just that, rural. They

			<p>chose peace & quiet, a small village community, in the valley, away from major roads & united by the village green</p> <ul style="list-style-type: none"> • We now wake to the house shaking and the screeching of brakes as once again a vast lorry comes face to face with another vehicle and no where to pass • The village is literally physically shaken and now divided into two, bisected by a busy road with HGV s bi-passing Burford thundering through the village at speed • This has been inflicted on us. This was not our choice • HGVs on A roads ONLY • The largely single track road that runs from Little Barrington to Great Barrington is narrow. There is no turning or passing spaces for HGVs • The pavement, and or the green are used at speed by the HGVs to push their way through, endangering anyone or anything that happens to be in the way • In just under a mile of road mile we have overhanging trees which have been broken by the height of the HGVs, bridge over the stream destroyed, despite being rebuilt and placing posts either side to raise awareness of the proximity of the stream & bridge, three lengths of pavement on blind corners which are too dangerous to use, particularly near the Fox Inn pub and endless erosion of the village green by HGVs endangering visiting picnickers & walkers who unaware of HGVs speed & proximity • 20 x Driveways / entries onto the road, 5 x T- junctions, 5 x Blind spots / corners, 2 x Single track narrow bridges over The Windrush river, 3 x Notoriously dangerous black-ice sections of road nr rivers & stream • PLEASE BRING BURFORD HGV weight restriction to an end
Individual	Leaffield	Concern	<ul style="list-style-type: none"> • It seems illogical to divert HGV traffic either by design or default from an A road to a mixture of B and

			<p>Unclassified roads which have neither been constructed to a specification to cater for this additional heavy traffic nor designed to accommodate the largest HGV vehicles</p> <ul style="list-style-type: none"> • Has appropriate survey work been carried out to assess the potential affect on alternative routes? • Have funds been allocated for appropriate signage and future maintenance, which will be considerably more per route mile than it would be for an A road (due to the existing poorer specification)? • What thought has been given to Health and Safety (in relation to HGVs passing through village along unclassified / rural roads and presenting a safety issue to pedestrians and / or other motorists)? • To proceed with the proposal would, in my opinion, be completely illogical, a detriment to safety and wrong in respect of the Council's Highways strategies and policies
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • Please do something about the increase in good vehicles going through Woodstock now on the A44 since the weight restriction on the bridge at Burford • Every town will have these vehicles for local deliveries etc. but this extra onslaught is too much
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • The A44 must not have additional HGVs • Children in our community should be able to travel to school safely and the members of our communities, who live much closer to the main road, should not worry about the dangers of heavy and fast traffic which are close to our narrow pavements as much as they do • Burford should not be able to 'buy' peace and quiet if it means other communities such as Woodstock have to suffer in expense
Individual	Leaffield	Object	<ul style="list-style-type: none"> • We have noticed that the level of traffic in Leaffield has increased since the ban of lorries of 7.5 tonnes in Burford in September 2020

			<ul style="list-style-type: none"> • This has had an impact because it now means that the HGVs use Leafield as an alternative route • Many of these vehicles are too wide for the main village roads and have caused damage to the village's grass verges where there are narrow passing places • In some parts of the village, the roads are only suitable for one vehicle at a time so is completely unsuitable for larger vehicles • The vibrations from the HGV traffic is causing vibrational and structure damage to the historic houses along the route through the village • It is an increasing concern because more of the vehicles are accessing Leafield which is ruining the roads which can only be fixed at the expense of the taxpayer • This also has an impact on the environment because the larger volume of traffic is causing greater air pollution. The whole of Leafield and the Wychwood forest is considered a conservational area • This temporary ban should be lifted removing the need for this traffic to pass through Leafield and the surrounding area
Individual	Woodstock	Object	<ul style="list-style-type: none"> • The current temporary HGV ban through Burford has moved the problem to Woodstock, a town with many more residents living just a narrow pavement width away from the A44 • There is a noticeable increase in HGVs thundering through the narrow streets of this historic town • Woodstock already has its fair share of through traffic and cannot cope with the additional traffic from a town who paid (!?) for their problem to be moved elsewhere • Before a decision is made I would encourage you and your team to walk from Old Woodstock into Woodstock town centre, to fully appreciate what pedestrians face along that stretch of the road

CMDTDS4

			<ul style="list-style-type: none"> • Maybe an alternative solution can be found which suits both towns (and the others villages now also affected) • Diverting HGVs to Woodstock and other villages is not the answer
Individual	Woodstock	Object	<ul style="list-style-type: none"> • Both Burford and Woodstock are lovely and historic small towns that deserve protection but is wrong that Burford should be able to shift essential lorry traffic onto Woodstock and other small Cotswold towns • The current ban on HGV traffic through Burford should not be extended in January • It is totally unfair that Burford should be able to protect itself at the expense of neighbouring communities
Individual	Woodstock	Object	<ul style="list-style-type: none"> • Understand why Burford wants to get rid of trucks • This has undesirable consequences elsewhere, in particular in Woodstock • The roads in Woodstock are narrow, especially in the vicinity of the Causeway/Black Prince • The A44 runs right through the middle of town, where pollution and noise are confined, making for an unpleasant environment • Woodstock cannot avoid having its fair share of heavy trucks, but it should be its fair share • The Burford Lorry Ban should be rescinded
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • In the 5 years that I have lived here the volume of traffic on the A44 has increased significantly, presumably because of all the new building towards Chipping Norton • It can genuinely take several minutes before one is able to cross from one side of the road to the other • In the last year, however, it has become even more noticeable that a large proportion of this traffic is HGVs as a direct result of the HGV weight restriction that has been enforced on the A361 that goes through Burford

			<ul style="list-style-type: none"> • I appreciate that HGVs are an issue for many villages and towns, however the answer cannot be to displace HGVs from one town to another • Why should Burford be able to buy peace and quiet with the result being that HGVs thunder through Woodstock, very close to houses, causing pollution and intimidating residents trying to walk along narrow pavements • Take into consideration the impact your decision will have on surrounding villages and towns who do not have the means to also “buy a ban”
Individual	Field Assarts	Object	<ul style="list-style-type: none"> • I'm now more concerned for my safety whilst driving and running, which I've been doing safely for the last 5 years • I'm now concerned if we will be able to safely live here as a family, without compromise to our livelihoods, as my daughter grows up • Surely it's inherently wrong that this weight restriction can be implemented without a full safety assessment, as surely this hasn't been done correctly, due to roads clearly being too narrow to accommodate HGVs
Individual	Witney	Object	<ul style="list-style-type: none"> • The Burford weight restriction has severely adversely affected the through traffic down our street; we now have huge juggernauts cutting through from the direction of Burford • These vehicles are so large that the poor old (3/400 year old) buildings creak and shake and the road is damaged due to the sheer weight of these vehicles • Often the lorries have to stop and let other large vehicles (like buses) by and as traffic parks on both sides of West End • This is a narrow and beautiful street, with plenty of character, surely worth preserving • The volumes of such large heavy industrial vehicles using our street as a cut through should not be allowed to continue

CMDTDS4

			<ul style="list-style-type: none"> • Stop the Burford weight restriction trial now
Individual	Woodstock	Object	<ul style="list-style-type: none"> • Traffic has increased and it we are getting more and more heavy lorries through the town, which is not suitable for it • I have to wait minutes to cross the road at some times of day • Were I a young parent, I would be very concerned at crossing with children • Please can we have this experiment stopped as it is not right that Burford was able to “buy” peace and a restricted route, while Woodstock and others are now suffering
Individual	Woodstock	Object	<ul style="list-style-type: none"> • Now dread walking into Woodstock thanks to the huge increase in very large lorries following the Burford hgv ban • I am 77 years old and regularly find myself pressing my back to the wall when hgvs pass close to the narrow pavement. If a parent with a buggy comes towards me I must often step into the road. Schoolchildren also walk this route every day • This section of road is totally unsuitable for hgvs and there is no way of widening it • Exiting our lane by car is also a scary experience and we have to exit blind as number 64 Manor Road blocks our view of traffic coming downhill. It is an accident waiting to happen • I understand why Burford doesn’t want the hgvs but they have a much wider high street and their houses are set back so they are less affected than Manor Road residents • Abandon the Burford lorry ban, Woodstock cannot cope and lives are at risk
Individual	Leafield	Concern	<ul style="list-style-type: none"> • As Leafield resident I have to experience these massive vehicles drive through our village green and school with

CMDTDS4

			all the children breathing all that extra pollution especially at a time when our government is pretending to be concerned about the planet
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • Major concern over the level of HGVs now using Woodstock as a rat run • We live in a property set back from the main Oxford Road within the 30mph zone however when HGV's drive along the Oxford road our house shakes, if we have our windows open it wakes us up at night • We drive our children to school because of safety concerns for our children walking along Oxford Road due to the HGVs • Witnessed on more than one occasion a HGZ mount or clip the pavement on the Oxford road due to narrow roads • I am aware the council are in talks to make the weight restriction in Burford permanent! I request with huge concern that this is rejected
Individual	Woodstock	Object	<ul style="list-style-type: none"> • Living on the A44 in Woodstock we had already perceived an increase in the number/size of HGV's on the road but it was our neighbour who informed us that it was actually down to Burford enforcing a lorry weight limit. They had simply moved their HGV problem to us • I find it incredible that a town can 'pay' to remove this issue from their road - only for it to be transferred to another • Woodstock has incredibly narrow pavements in places and it can only be a matter of time before there is a tragedy • We would not allow my daughter to cycle to school and even I sometimes feel nervous about walking along some parts of the pavement and I'm an able-bodied adult • This is down to the much wider issue of the lack of planning and road development in Oxfordshire. We

CMDTDS4

			<p>need to take this issue away from roads through small towns and villages that simply weren't meant for this volume and size of vehicles.</p> <ul style="list-style-type: none"> • But this Ban cannot be allowed to go ahead to benefit Burford, with no regard for its effect on other communities
Individual	Hailey	Object	<ul style="list-style-type: none"> • IT IS TOTALLY INAPPROPRIATE FOR HGVS TO THUNDER THROUGH HAILEY • Creating damage to the road surface and, specifically dry-stone walls. from the vibration from HGVs • I cannot emphasise strongly enough that THIS MUST NOT BECOME A PERMANENT SOLUTION, and that AN ALTERNATIVE MUST BE FOUND
Individual	Woodstock	Object	<ul style="list-style-type: none"> • On both sides of the road in Burford, the footpaths are wide, and (with exception only of the 100 yards or so at the Burford bridge end) are set very well back from the road mainly by wide verges and partly by parking bays • This alone makes Burford safer for pedestrians • The houses and shops in Burford are much further from vehicular traffic noise and fumes • Burford High Street and The Hill has only the very slightest of bends, which means that the view ahead for drivers is not restricted • The Bridge, which is narrow, is safe because it is controlled by traffic lights, and has refuges for pedestrians • Compared with the A44 through Woodstock, the majority of the footpaths through Woodstock are immediately alongside the road and in parts are little more than 2 feet wide • At a point the road itself is not wide enough for 2 H.G.V's to pass in opposite directions • For much of Manor Road, the footpaths and roads are so narrow that passing large vehicles and buses cannot

			<p>avoid their mirrors overhanging the footpath, which is very dangerous for pedestrians</p> <ul style="list-style-type: none"> • Fumes and dirt, dust and spray from HGVs is thrown across the footpaths • Consideration must also be given to the fact that children attending school from Old Woodstock have no alternative but to use this route to and from school • Safety and health of residents and road users must come first • I suggest that, not only should the Burford H.G.V. ban be removed, but that Woodstock should have a 20m.p.h speed limit right through the town with AVERAGE speed cameras at each end
Individual	Hailey	Concern	<ul style="list-style-type: none"> • Shocked at the high level of HGV traffic through Hailey • Levels of traffic are more suited to that of a primary 'A' road • There is a high occurrence of HGVs associated with the construction industry which really has no business to be driving on a country B road • There are also a large number of 40' flat bed HGVs moving plant through the village and these, like all the large HGVs, will need to drive through West End into Witney which must cause no end of disruption • Whilst I accept that there will always need to be large vehicles moving through to local destinations, it is clear that the B4022 is just a route through to some distant location due to the restriction at Burford • It defies any logic that your department did not fully think through the impact that restricting HGVs from an A road in Burford would have on the surrounding areas • It cannot be long before the environmental impact will be felt on these roads let alone the safety impact of such a decision to road users, pedestrians and residents alike

CMDTDS4

			<ul style="list-style-type: none"> • Surely it is not safe to force these large vehicles into making long and narrow diversions due to an ill-advised restriction to appease a single village • The villages on the unofficial diversion routes are even less suited to such large vehicles and have pavements that are narrow and sometimes not in the best of repair • I have no doubt that if you make the restriction at Burford permanent then you will be inundated with similar restriction requests from all over the impacted area with each having just as much justification than the residents in Burford • I wholeheartedly support all the residents in the affected areas in calling for you to revert back to normal operations in Burford when the trial period ends
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • Concerned about the high number of HGVs coming through Woodstock, HGV traffic has got significantly worse • The A44 in Woodstock is not suitable for any additional HGVs • Our children must be able to walk or cycle to school in safety. I have been shocked at the danger they face and the near misses I have seen • The older members of our community should be able to go out and not feel intimidated by fast and heavy traffic so close to narrow and uneven pavements • We need HGVs to supply all our shops etc. But this is something that applies to all communities • Horrified that the increase on our roads is impacted by the diversion to avoid Burford • Woodstock has narrower roads and at places very narrow pavements than Burford. Both towns have tourists and are scenic communities
Individual	Woodstock	Object	<ul style="list-style-type: none"> • I live on the A44 and the recent HGV traffic has had a hugely negative impact on my family's life

CMDTDS4

			<ul style="list-style-type: none"> • Increase in noise and pollution • The now incredibly unsafe route to town with speeding HGVs passing a few inches away from us on the narrow pavements is unacceptable • Burford is far better placed to allow HGV traffic than Woodstock as it has wider pavements and its buildings are further back from the road
Individual	Leaffield	Object	<ul style="list-style-type: none"> • I should like the OCC to revoke the restriction at the conclusion of the 18 month trial • Since Burford paid for the trial weight restriction, surrounding villages have suffered from significant increases in HGV traffic and they are simply unsuitable routes • This increase in HGVs causes me concern because the B roads here are not built for high volumes of HGVs • We have to have the occasional large vehicle at harvest time • If you see how close to the roadside and to parked vehicles these trucks get you have to have concerns about safety • Large numbers of cyclists use these minor roads in addition to the children attending the local primary school
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • I live on the main road and have found the increase in the number of large transport vehicles passing the house completely intolerable • We all understand that goods have to be moved around the country but sharing the load around the many beautiful towns in the area seems more reasonable than allowing one community to ignore the impact their decision will have on others • The main road through Woodstock was already busy, narrow and congested and it has become impossible for

CMDTDS4

			us to walk our children to school or even enjoy time in our gardens
Individual	Little Barrington	Object	<ul style="list-style-type: none"> • Since the start of the 7.5 ton experimental traffic regulation Order ("ETRO") of the A361 through Burford, traffic, particularly HGV's, has been diverted through other minor roads • In particular, traffic on the minor the road through Little Barrington has increased significantly • I live about the closest to the road and am adversely affected by HGV noise, my security lights coming on at night and an increase in traffic pollution • The road through Little Barrington and the adjacent houses were not built to sustain the current level of HGV traffic
Individual	Leaffield	Object	<ul style="list-style-type: none"> • Noticed a great increase in heavy traffic through the village since the imposing of the decision to ban HGV traffic through Burford • Many of the Leaffield families walk their children to school along some very narrow pavements, particularly near the church and, as well as being extremely unpleasant, this is an obvious danger on these single file pedestrian pavements • The air quality in Leaffield is also affected by the increase in heavy traffic • The low loader lorry I recently confronted would have been able to drive straight through Buford high street as parked cars and pedestrians are away from the road • I believe that the haulage companies do not want to make this detour through the villages attempting to avoid parked cars, narrow roads and other traffic hazards and increasing their driving time and fuel consumption • I would urge Oxfordshire County Council to revoke the ban on HGVs through Burford to enable village life in

CMDTDS4

			Leaffield and surrounding villages affected by the considerable increase in heavy traffic to continue safely
Individual	Hailey	Concern	<ul style="list-style-type: none"> • When a lorry passes my house the room goes dark, the noise sometimes blocks the radio and tele sounds and if you're on the phone you can't always hear the person at the other end • The road through the village is becoming very 'holey' which adds to the sound of the lorries rattling over them • I suggested that maybe the speed limit could be reduced • Sympathise with HGV drivers though having to negotiate narrow roads to Charlbury and Leaffield and they don't get much sympathy from other road users! It's not their fault
Individual	Leaffield	Object	<ul style="list-style-type: none"> • Since August 2020 the increase in HGVs through Leaffield village has been both dramatic and dangerous • The increase has been so bad that we now have to close windows to be able to join regular conference calls, it really is that noisy • The weight restriction has simply moved Burford's problem of being on an A road onto smaller B and unclassified roads through villages with already narrow access and few or no pavements in places • Putting pedestrians at risk • The combination of regular large groups of cyclist and HGVs on our narrow streets, where cars regularly have to give way, in contraflow fashion, to pass through the village is a recipe for a disaster waiting to happen • I'd hate to think that this trial is going to be another example of ether the council or highways authority needing to wait for a certain number of serious injuries or deaths before anything can be done to change the situation • Burford is effectively at the junction of 3 A roads, the A361, the A424 (that has a junction with the A361) on

			<p>the north side of the bridge and the A40 that crosses the A361 at the top of Burford hill</p> <ul style="list-style-type: none"> • Simply putting the weight limit in place for Burford has meant many smaller villages have become rat runs for HGVs attempting to find their way around Burford in the shortest distance and time possible • Please revoke the trial as soon as possible • If Burford needs a bypass, then build one • Don't appease the good people of Burford by ruining the lives of the good people in the surrounding villages • Look at a wider solution that keeps HGVs transiting on nothing smaller than A roads and put a policing system in place to control them
Individual	Hailey	Object	<ul style="list-style-type: none"> • Traffic through our village of Hailey has definitely increased during the ban and with no pedestrian crossing near the school we feel this is an unacceptable and unnecessary increase
Individual	Hailey	Object	<ul style="list-style-type: none"> • As we have opened up again the number of the very large lorries has increased noticeably • In the past this has provoked only slight, temporary inconvenience as the size of lorries which regularly used the B4022 could easily cope with the road's temporarily reduced width • Since the very largest lorries now have fewer alternatives if they need to cross the river, they are forced along this route to West End, Witney at all times of the day • This has provoked manoeuvres which can only be described as dangerous, so much so that the Head of Hailey school has recently requested that the Crossing Patrol be reinstated • As reports surface about the process by which this ban was enabled, it leads to questions about the rigour with which OCC Officers scrutinised the proposal

			<ul style="list-style-type: none"> • A 17-mile barrier to crossing the river is difficult to work round • In a letter to WiVTAG, Burford Town Council (John White) openly admits that most (if not every) study conducted over a 20 year period has failed to find good, usable alternative routes, including the one conducted immediately before the implementation of the ETRO • The last failure did not result in the abandonment of the project; as a result it became "a conditional ETRO for 18 months to determine the routes that HGVs would indeed divert to" • We are also told in the same document that Cabinet Member Cllr Yvonne Constance " balanced on one side the environmental, economic benefit to Burford, the pollution benefit to Chipping Norton and Burford and on the other side the economic loss to hauliers and the impact of diverted traffic HGVs on other communities" • It is also reported that OCC initially declined to implement the plan because of budgetary concerns. At which point interested parties agreed to provide financing and gained approval • A recent meeting in Leafield between farmers and OCC Officers enlightened them about hauliers refusing to pick up harvested crops because of the hassle created by the ban • This ban is in direct contravention of OCC's published regional policies on the environment (West End pollution levels) and traffic polices (best use of the road network to reduce congestion and pollution) • An expansion of the permit system will not solve this • This A-road does not just serve locals
Individual	Woodstock	Object	<ul style="list-style-type: none"> • I see on a daily basis the extra HGV traffic through the town (A44) as a direct result of the Burford restriction • This will increase the road safety dangers in Woodstock • It also substantially reduces the air quality in the town

			<ul style="list-style-type: none"> • There is a solution though: Allow Burford to keep their restriction and build a by-pass for Woodstock • If you look at the West Oxfordshire Local Plan and the Blenheim/Pye proposals for new houses on the south-east, east, and north-east of the town, requiring the developers to build perimeter roads around these new houses would go a long way towards a by-pass • Some new roads will have to be built, otherwise the pollution the town will increase even further
Individual	Witney	Concern	<ul style="list-style-type: none"> • Concerned about the increase in HGV traffic and the impact of the Witney infrastructure and air quality • Witney clearly has significant traffic problems already, which have yet to be resolved, this trial only adds to these issues
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • Taking a walk from my house, past the Black Prince and along the A44 to the Barnpiece estate can at times be a nerve-racking process, as the large lorries whistle past • For other people, e.g. parents with children, people with mobility issues, the walk along the narrow pavement must be difficult • I appreciate the importance of HGVs and understand they must travel along the A44, but do not understand why Woodstock is suffering to benefit Burford
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • Woodstock has a lot of traffic going through on the A44 and it is really not suitable for any additional HGV lorries the ones we have are already a hazard along parts of the road • There are many families with children trying to do the right thing by walking to school and not just jumping in the car but they should be able to do this safely particularly through the pinch points • I have seen older members of the community jump in fear by the fast and heavy traffic along the road where is narrows

CMDTDS4

<p>Individual</p>	<p>Hailey</p>	<p>Object</p>	<ul style="list-style-type: none"> • It has caused a 17-mile barrier between Witney and Northleach for traffic going north/south and having to cross the Windrush River • One of the main diversion routes has been through our village of Hailey on the B4022 • We are aware when out walking of the increase in heavy vehicles passing through. The main road narrows close to the entrance to our primary school causing an additional hazard for children crossing daily • The cottages in the middle of the village are very close to the road and must be experiencing added air pollution and noise disturbance as well as structural damage
<p>Individual</p>	<p>Crawley</p>	<p>Objection</p>	<ul style="list-style-type: none"> • I am writing to register my objection to the current Burford weight restriction and ask that it be lifted at the earliest opportunity • Prior to the Burford weight restriction, we already had major concerns about the amount of traffic and the speed at which it goes through the village and particularly along that part of the road • After the Parish Council did a traffic survey 2 years ago it was found that the average speed along that section of the Leafield Road is 47 mph • With the addition of the Burford weight restriction the village, and in particular that section of Leafield Road, has become an incredibly dangerous place to live • The size of some of the vehicles that come through the village is terrifying • We have little in the way of pavements and navigating your way around the village on foot has become a perilous business • The chicane on the Leafield Road is the scene for literally daily confrontations between vehicles that have become 'stuck' • The quantity of traffic is such that as I sat in my lounge last week, I observed a police car sat on the Leafield

			<p>Road, with its siren going, but unable to get past the traffic. An example of how emergency vehicles may not at any given time be able to pass through the village</p> <ul style="list-style-type: none"> • Whilst I have full sympathy with the community in Burford in relation to weight and quantity of traffic, the Burford weight restriction hasn't so much as solved the problem, but created even bigger problems for the wider community along the Windrush Valley
Individual	Field Assarts	Object	<ul style="list-style-type: none"> • Since it's start, I have seen a significant and steady increase of HGV traffic on the road that passes my house, which used to be a much more secluded, local traffic route only • In the narrow stretches of roadway through Field Assarts, there is barely space for a bicycle next to that truck, let alone a car, and yet as the area is rural with NO street lighting, there is no possibility for traffic calming measures to assist with controlling any flow • There are insufficient verges through the area to walk on, and there are a growing number of young children that live in the area. It is simply wrong to make them have to jump onto uneven grass verges that in non-summer months are usually very wet, slippery and muddy • I do appreciate the efforts to reduce the use of large vehicles through Burford – but a ban in the way it is currently proposed IS SIMPLY SENDING THEM ELSEWHERE • I don't think it is possible to actually STOP the use of large vehicles, but I have to question why, when the A361 through Burford has been a major road for a very long time • People have a choice where they live – and the people who live in Burford decided that they wanted to live there – and it is entirely their prerogative. What is NOT their prerogative is to CHANGE their environment and

CMDTDS4

			<p>FORCE OTHERS to change their environment as a result</p> <ul style="list-style-type: none"> • If they are not happy with Burford and HGV usage of that road, they can continue to lobby the businesses in the area to use smaller trucks
Individual	Leaffield	Concern	<ul style="list-style-type: none"> • Roads are narrow in Leaffield and pavements in Lower End are minimal • There is considerable pedestrian traffic in Lower End as parents and children pass to and from School and of residents walking to the shop and walking dogs • I have seen vehicles coming from the greens force HGVS to swerve onto the very narrow footpath as this bend is difficult and very restrictive • By the School the HGVs pass within 2 yards of a classroom wall • There is a further problem when the bins are out for collection. These hide small people who may well be unpredictable in their efforts to cross the road • Please prevent HGVs from coming through Leaffield and allow access for delivery to Leaffield only
Individual	Woodstock	Object	<ul style="list-style-type: none"> • Since Burford were able to buy itself out of having HGVs driving its roads they have all been coming through Woodstock on the A44 • Woodstock has tighter bends and narrower pavements • Woodstock is not suitable for HGVs especially as schoolchildren and elderly citizens are intimidated by the fast and very heavy lorries driving through the town. It is very dangerous by The Black Prince public house where the pavement is very narrow • With extra houses also being built in the area, the problem will get even worse with extra cars as well as heavy lorries • Please change this anomaly in January 2022

CMDTDS4

Individual	Woodstock	Concern	<ul style="list-style-type: none"> • We live in Old Woodstock and to get to the town we have the only one option - to walk along A44 • This route is not safe anymore because it has very narrow pavement and traffic with additional HGVs has become intimidated, fast, heavy and dangerous • We are asking you to take action now and make our children able to walk or cycle to school in safety
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • It has recently come to my attention that excessive traffic has been diverted from Burford through to Woodstock • This has been brought to my attention by a leaflet push through my door which has on the back a picture of a road with a line of cottages next to the A44, My cottage is one of these, as you can see the houses are very close to the road • We have defiantly noticed increased traffic and noise over the last few weeks due to this diversion • There has also been a lot of breaks locking up by HGVs having to break hard due to avoiding people crossing the zebra crossing at the bottom of the hill going through Woodstock • Woodstock has a lot of tourists as has Burford • This decision to divert traffic seems very unfair and potentially dangerous to tourist, elderly people and children in Woodstock
Individual	Crawley	Object	<ul style="list-style-type: none"> • Crawley is a small village with narrow roads and no pavements, except across the causeway • The number of vehicles coming through the village has increased significantly since the new junction with the A40 was opened at Curbridge as local traffic seeks to avoid going through Witney • Add to this the increase in HGVs trying to find alternative routes now they cannot go through Burford,

			<p>and we end up with jams, delays, and damaged infrastructure</p> <ul style="list-style-type: none"> • The roads can just about cope with two cars passing in some places, but not cars and HGVs, and the result is lorries driving up onto kerbs and verges with damage to culverts, kerb drains, and walls of some properties • I acknowledge that traffic is increasing everywhere and local businesses need to be able to access destinations using economical routes, but HGVs must surely use appropriate roads, at least until the final stage of their journey - in accordance with Oxfordshire's Transport Plan • The roads in Crawley are labelled as unsuitable for HGVs and cannot cope with large numbers of them. It has become unpleasant, and at times unsafe, to walk in the village • I also acknowledge that the residents of Burford don't like HGVs driving through their town, but the A361 is an 'A' road • It is hard to understand how it can be acceptable to simply ban many HGVs from Burford and offload them onto neighbouring communities who don't have suitable roads, and onto Witney, which already has considerable congestion and high levels of air pollution
<p>Individual</p>	<p>Hailey</p>	<p>Concern</p>	<ul style="list-style-type: none"> • Express concerns regarding the Burford Weight Restriction for HGVs and to ask for OCCs decision to be to stop this restriction after its trial period • Closing the A361 in Burford creates a 17-mile barrier forcing HGVs through other areas, including witney and on to the B4022 through my village, Hailey • It does not make sense to force HGVs off bigger, more suitable roads like the A361, onto smaller roads • This will damage these smaller roads • The roads that these vehicles are forced onto have very narrow pavements, or indeed they have no pavements

			<p>at all. As pedestrians we are very threatened by this. Our children are scared walking to school and to the park and other parts of the village</p> <ul style="list-style-type: none"> • This is a threat of actual physical harm • Finally these HGVs are driving extra miles in diversion due to these restrictions which is also adding to air pollution. I believe that this conflicts directly with OCCs target for net zero carbon
Individual	Woodstock	Object	<ul style="list-style-type: none"> • While the return of high levels of all kinds of traffic on the A44 may be partly attributed to post lockdown relaxations, it does seem unfair that an extra proportion of very large lorries may be attributable to Burford's temporarily imposed weight limit • Burford's gain becomes an increased problem for surrounding areas, particularly in towns such as ours where the street and pavements are narrow • On walking home from the town, I round a corner where the High Street meets the A44. The path there is very narrow and the adjacent corner house is quite a high building - and I can tell you that being trapped in that narrow space when a high- sided vehicle is moving quickly past is a truly frightening experience • There are other points in the town where the paths are narrow and on a bend and where there is nowhere to stand back when an HGV approaches speedily • Our lorries are essential as we know all too well at the moment, and we must accept our fair share of them. That should not entail passing that share on elsewhere
Individual	Crawley	Concern	<ul style="list-style-type: none"> • Concerns regarding the HGV's driving through Crawley due to the weight restrictions on the Burford Bridge • If these restrictions are to be permanent perhaps one solution would be for a weight restriction on our bridge too, which is surely more in need of protection than the larger Burford Bridge

CMDTDS4

			<ul style="list-style-type: none"> • There are many people walking through the village. This is rather dangerous for them, especially with children, as the road by the bridge is so narrow that these HGV's and indeed some cars, need to mount the pavement in order to pass • Please try to stop the Burford weight restriction at the end of the 18th month trial
Individual	Crawley	Concern	<ul style="list-style-type: none"> • I am writing to express my concern about the number of HGV's driving through our hamlet of Crawley, because of the weight restrictions on the Burford bridge • On one hand the bridge at Burford is being protected thus leading to our small bridge in Crawley being damaged by the over-use of heavy HGV's • It will lead to a great expense when the Crawley bridge is badly damaged and needing major repairs due to the large amount of very heavy vehicles passing over • Already there are many signs of damage to the bridge and indeed to the pavement leading to the bridge, where, because of the narrow road, lorries and even cars are having to go onto either the verge or the pavement in order to pass • Really dangerous when there are pedestrians walking along the pavement • I realise that the bridge in Burford needs to be protected but surely not to the expense of the bridge in Crawley • I cannot understand why these HGV's are being diverted down such a minor, narrow road through Crawley. Surely there must be a better way using major A roads
Individual	Crawley	Object	<ul style="list-style-type: none"> • Since the weight limit has been introduced, we have seen a lot more HGVs through the village of Crawley • The roads through Crawley are extremely narrow and lack footpaths

			<ul style="list-style-type: none"> • Due to the size of the vehicles coming through the village we now tend to drive somewhere for walk as we don't feel safe having a young family and walking around the village • I would also add that one of the diverted HVGs burst a gas pipe outside our house (witnessed by my father in law) as he had to go up onto the verge to avoid a car. Then drove off not even knowing that he had hit and caused considerable damage to our gas mains leading to three households being evacuated, one of which was for two weeks • With this in mind I hope that you reconsider the decision and lift the trial weight restriction through Burford • Maybe look at options such as lowering speed limits and repairing roads to lower noise levels
Individual	Woodstock	Object	<ul style="list-style-type: none"> • The trial ban on lorries in Burford has led to a dangerous increase in HGVs in Woodstock, on a narrow stretch of the A44 with tight bends • Our children must be able to walk or cycle to school in safety; older members of our community should not feel intimidated by fast and heavy traffic so close to narrow and uneven pavements • Please look for an alternative solution rather than continuing the ban when it is reviewed in January
Individual	Crawley	Object	<ul style="list-style-type: none"> • Seen a very noticeable increase in the number of HGVs coming through our village • In particular we are seeing regular trips by aggregate and earthworks vehicles (4-axle 32t capacity) that we never saw before but there are a number of 6-axle articulated vehicles that come through too • The roads through Dry Lane and Leafield Hill provide a north/south route with a bridge over the River Windrush and there is no weight restriction • Despite the narrow roads and blind corners, some HGV drivers are using Crawley as an alternative route when

			<p>they are diverted by the ban on the A361 through Burford</p> <ul style="list-style-type: none"> • Crawley’s roads were never intended to cater for HGV traffic. Almost all our roads are narrow single lane roads with passing places and we have only one length of footpath • Everywhere else, pedestrians must walk in the road. The increase in HGVs is damaging to the highway infrastructure and dangerous for residents and visitors • Crawley, and many other communities in the region around Burford, are suffering from the decision to allow Burford to close their High Street to HGVs • There must be a better way to manage freight movements across the whole region and I would urge OCC to work with businesses, residents and road users to find a regional solution that puts large vehicles onto the most appropriate roads • OCC’s Local Transport Plan gives an undertaking to deter HGVs from travelling on inappropriate routes but the willingness of OCC to approve the Burford restriction seems to be a direct contradiction of OCC’s transport policies • OCC has actively taken HGVs off a wide A-road and forced them to use longer diversion routes, many of them on minor roads
Individual	Woodstock	Concern	<ul style="list-style-type: none"> • The A44 is certainly not suitable for more HGVs, it has too many already • The A44 is a definite turn off. And am thinking of moving, due to the loud sound and more frightened to go on the main road, due to its narrow roads and the speed and danger it involves
Individual	Woodstock	Object	<ul style="list-style-type: none"> • The A44 in Woodstock is not suitable for the current useage by HGVs and definitely not suitable for any additional HGV traffic

			<ul style="list-style-type: none"> • I live in North Woodstock where the A44 is very narrow and I am not safe when I'm walking along the pavement (also narrow) • Even driving on the A44 can be hazardous when, at the narrow part of the road, HGVs attempt to pass each other from opposite directions • It has been suggested that we write to you and tell you that our children must be able to walk or cycle to school in safety, the older members of our community should not feel intimidated by fast and heavy traffic so close to narrow and even pavements • I do not have young children and I am not old, but I too feel frightened by the number of HGVs that pass me when I'm walking along the A44 pavement • It is a nonsense that Woodstock should have to take Burford HGV traffic and thereby increase the number of lorries passing through our town
--	--	--	--

Annex C: Permit Scheme Area

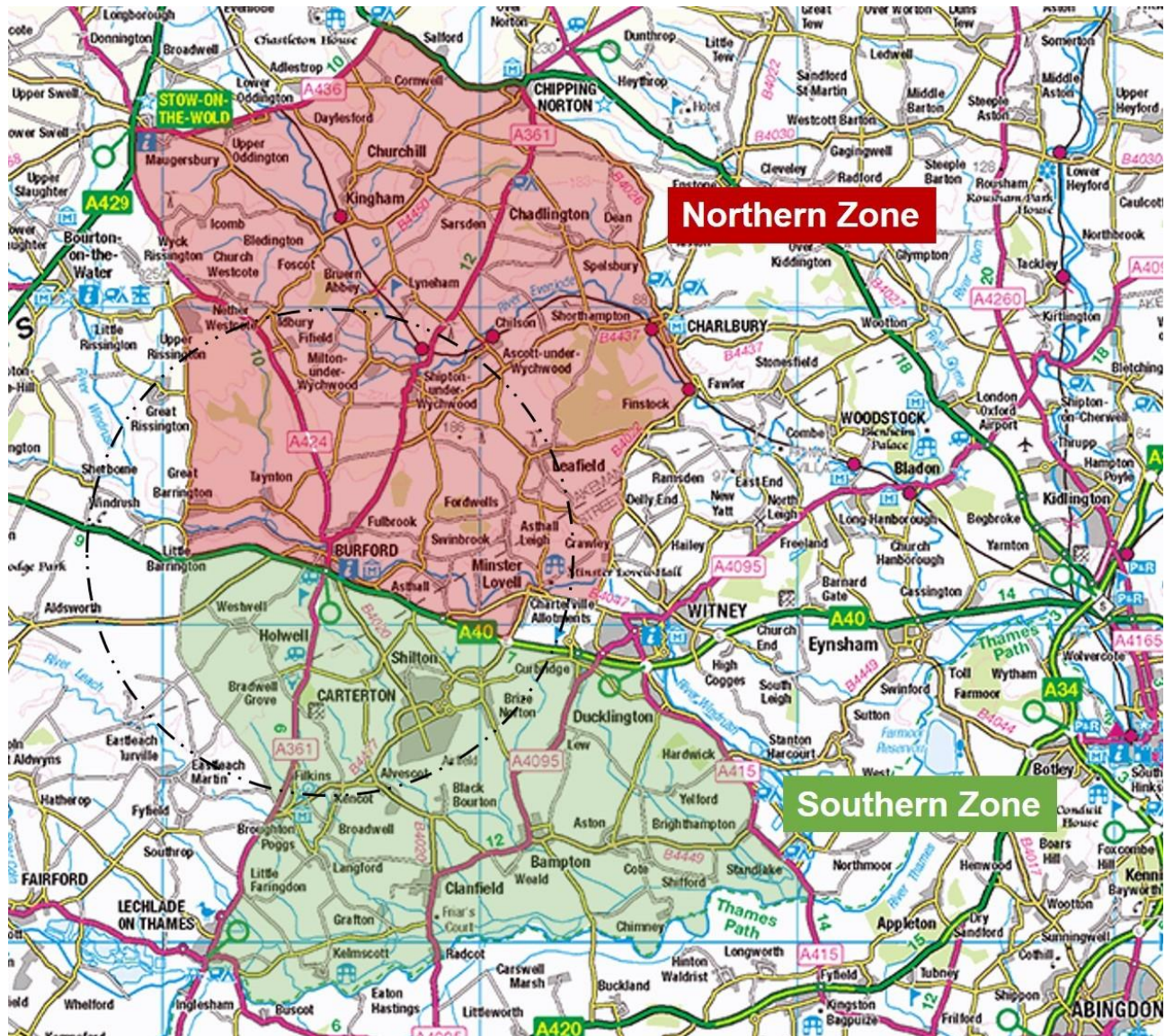
Permit Eligibility:

Northern Area:

- Vehicles with operational base in the area
- Vehicles serving the northern area if provide details to Burford Town Council within 7 days.

Southern Area

1. Vehicles with operational base in the area.



Annex D: ECIA

**Cherwell District Council and Oxfordshire County Council
Equality and Climate Impact Assessment**

Burford Experimental Environmental Weight Restriction

December 2021

Contents

Section 1: Summary details.....4
Section 2: Detail of proposal5
Section 3: Impact Assessment - Protected Characteristics 10
Section 3: Impact Assessment - Additional Community Impacts..... 13
Section 3: Impact Assessment - Additional Wider Impacts 14
Section 3: Impact Assessment - Climate Change Impacts..... 15
Section 4: Review..... 19

Section 1: Summary details

Directorate Service Area	Environment and Place Directorate Growth and Place Service
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Burford Experimental Environmental Weight Restriction
Is this a new or existing function or policy?	Existing Function / Scheme
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).	A weight restriction is considered the most effective way of reducing the issues arising at Burford such as noise, vibration, air pollution and road safety issues due to the presence of HGVs. In order to understand any potential negative impacts of implementing a weight restriction at Burford an experimental traffic regulation order (ETRO) has been implemented for a maximum period of 18 months. The use of an experimental traffic regulation order allows for a period testing of the 7.5t weight restriction to monitor the impact, before deciding if the order should be made permanent. The assumed positive outcomes at Burford of reduced noise, vibration, air pollution and improvements to road safety issues needs to be balanced against any negative impacts (likely to be similar to those being reduced at Burford) arising at other locations such as Chipping Norton, Crawley, Leafield, Witney, Woodstock (etc) due to the re-routing of HGVs because the weight restriction at Burford. Monitoring in February 2021 and October 2021 has collected data showing increases in HGVs in the Witney Air Quality Management area (AQMA).
Completed By	Natalie Moore, Transport Planner Cherwell and West Infrastructure Locality Team
Authorised By	Jacqui Cox, Infrastructure Locality Lead Cherwell and West.
Date of Assessment	27 th May 2021. Revised: 2 nd December 2021

Section 2: Detail of proposal

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Burford Town Council, residents and local members of the County Council campaigned for many years for a weight restriction for Burford. They were concerned about noise, vibration, air pollution and road safety issues associated with lorry traffic as well as the negative impact on the town's tourist economy.</p> <p>The experimental weight restriction became operational on the 5th August 2020 and will run for a total of eighteen-months until 5th February 2022. The first six-months of the restriction (up to the 5th February 2021) was assigned as the consultation period where comments were received from residents and haulage businesses primarily based in the West Oxfordshire area (with some responses received from further afield).</p> <p>Concerns raised in traffic modelling work that lorries might divert via other towns and villages, transferring these problems there instead resulted in a weight restriction being taken forward on an experimental basis. To monitor the impact of the experimental weight restriction, it was agreed to monitor heavy goods vehicles (HGVs) at intervals during the eighteen-month experimental period at key locations to identify any possible, adverse effects.</p> <p>The cost of implementation, including the major costs of signing and enforcement, would be met by Burford Town Council (through fund raising / donations through the local community and other Councils). This project is the first community funded weight restriction in Oxfordshire and is a pilot for other such schemes elsewhere in future.</p>
<p>Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>A weight restriction is considered the most effective way of reducing the issues arising at Burford such as noise, vibration, air pollution and road safety issues due to the presence of HGVs. However, the assumed positives outcomes at Burford of reduced noise, vibration, air pollution and improvements to road safety issues needs to be balanced against any negative impacts (likely to be similar to those being reduced at Burford) arising at other locations such as Chipping Norton, Crawley, Leafield, Witney, Woodstock (etc) due to the re-routing of HGVs because the weight restriction at Burford.</p> <p>The use of an experimental traffic regulation order allows for a period testing of the 7.5t weight restriction to monitor the impact, before deciding if the order should be made permanent.</p> <p>Monitoring has taken place April 2019, February 2021 and October 2021. Findings will be reported by the end of the eighteen months ETRO period, in February 2022.</p>
<p>Evidence / Intelligence List and explain any data, consultation outcomes,</p>	<p>The ETRO public consultation took place from August 2020 to February 2021 and the responses have informed this ECIA.</p> <p>Additionally, the County Council committed to three rounds of monitoring as part of the evaluation of the impact of the Burford ETRO. This ECIA considers the monitoring that took place in April 2019 before implementation and six months after the scheme was implemented in February 2021, to coincide with the end of the Burford ETRO consultation period and the final period in October 2021.</p>

<p>research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Analysis of traffic data related to the Covid-19 pandemic indicates overall HGV traffic has not significantly increased or decreased due to Covid-19. We conclude that Covid-19 has not significantly altered the data collected and that data is reliable in assessing the impact of the Burford ETRO.</p> <p>Oxfordshire County Council commissioned Tracsis to undertake the traffic counts at the 16 monitoring sites within the study area. Traffic volume, and vehicle classification for all vehicles was recorded.</p> <p>The Tracsis classified count data for the three periods indicates the Burford ETRO has resulted in significant reductions in vehicles with 3 axles and above, at -56% between April 2019 and February 2021, and -51% between April 2019 and October 2021.</p> <p>There are 5 survey sites where the traffic data shows changes that may be due to the Burford ETRO. Due to the character of these locations officers are concerned about the impact any uplift in HGVs may have on road safety and/or air quality.</p> <p>These survey sites are:</p> <ul style="list-style-type: none"> 32. A44 Oxford Road, Bladon roundabout 33. A4095 Bridge Street, Witney 34. B4022 West End, Witney 35. UC Dry Lane, Crawley 36. Leafield 		
<p>Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed</p>	<p>Option</p> <p>Change the Burford ETRO from 7.5t to 18t or greater.</p>	<p>Likely Impacts / Outcomes</p> <p>The monitoring, particularly the October 2021 ANPR data, shows reductions in vehicles over 7.5t at Burford. A weight restriction of 18t would mean the heaviest HGVs would continue to be re-routed. However, there are a greater proportion of vehicles between 7.5t-18t, and therefore there is greater benefits to Burford from a 7.5t restriction.</p> <p>An ETRO cannot run over 18 months duration. Any amendment to the weight restriction would take affect once the permanent order has been made.</p>	<p>Officer Recommendation</p> <p>Not recommended at this time.</p>

<p>service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>			
	<p>Implement environment weight restriction TROs and/or other measures in Swinbrook, Worsham, Leafield, and Crawley.</p>	<p>Recent structure assessment work has indicated bridge structures at Swinbrook require structural (not environmental) weight restrictions. OCC's Structures team will explore the measures required here, separately from this project. If a structural restriction is required, OCC would fund this in the interest to public safety. The likely cost of this to OCC will be in the region of £15,000 for the TRO consultation and implementation of signage.</p> <p>Crawley Parish Council have a plan to alter existing and implement new weight restrictions in their parish. These can be considered separately and on their own merits, as Crawley should not be an alternative route to the A361 through Burford. OCC officers have costed this scheme at around £20,000. This scheme is unfunded.</p> <p>Further environmental weight restriction TROs are not proposed to support the Burford scheme, as they will not be supported by further resources for enforcement. Without enforcement, there are likely to be a higher number of violations. Without enforcement consideration needs to be given to what value these restrictions would bring, and the local communities confidence in the authority when little or no enforcement takes place.</p>	<p>Not recommended</p>

		<p>Trading Standards officers indicate that beyond the benefit gained from the initial implementation of a weight restriction order, concentrated enforcement action does not appear to significantly reduce the number of contraventions.</p> <p>Evidence from the cameras at the A415 Newbridge restriction, where a significant amount of enforcement takes place, shows there has been no reduction in the number of breaches over a 4-year period. The route remains appealing to those following satnavs or keen on cutting time and distance in their journey.</p>	
	<p>Reconsider an Area Wide weight restriction and a more regional approach with neighbouring authorities</p>	<p>This was discounted at an early stage due to the volume and cost of signage and the practicalities of enforcement.</p> <p>The weight restriction proposals at Burford, has in many ways been a unique study, and there are many learnings, not least understanding how the A-road network functions for HGV traffic, the strength of the rural economy in Oxfordshire and haulage operations in rural areas. The Burford proposal has been focussed on and yielding benefits for a small area, mainly within the Burford administrative area, with some secondary benefits at other places on the A361 such as Shipton-under-Wychwood and Chipping Norton. In contrast, although the negative impacts, mainly the re-routing of HGVs, have been dispersed over a wider area, some of these impacts have been passed to Burford's neighbours such as the Barringtons, Leafield, Witney, and Woodstock etc. This has led to the consideration that for environmental (rather than structural) weight restrictions, an area wide approach would yield a shared benefit across neighbouring communities and be clearer to hauliers than a series of point restrictions.</p>	<p>Recommended to be considered within the emerging Local Transport and Connectivity Plan work</p>

CMDTDS4

		It is recommended to consider the regional freight strategy with neighbouring authorities as part of the emerging Local Transport and Connectivity Plan.	

Section 3: Impact Assessment - Protected Characteristics

CMDTDS4

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Several respondents from the rural areas (especially Leaffield) were elderly residents who voiced concerns regarding their safety when walking around the areas they lived with the increased number of HGVs (especially as the village does not have many / any footpaths)	Continue monitoring the impact of the ETRO before a final decision is made in January 2022. (COMPLETED)	Natalie Moore (Transport Planner, Oxfordshire County Council)	Continue to monitor until the end of the experimental period in February 2022 (COMPLETED)
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Respondents from the rural areas (especially Leaffield) with mobility issues voiced concerns regarding safety when travelling around the areas they lived with the increased number of HGVs (especially as the village does not have many / any footpaths).	Continue monitoring the impact of the ETRO before a final decision is made in January 2022. (COMPLETED)	Natalie Moore (Transport Planner, Oxfordshire County Council)	Continue to monitor until the end of the experimental period in February 2022 (COMPLETED)
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HGVs avoiding the weight restriction appear to have been rerouting through nearby rural communities / villages with unclassified roads.	Request Burford Town Council review permit scheme operations to expand to include more local rural areas / businesses giving permission for local trips to use the A361. (COMPLETED)	Natalie Moore (Transport Planner, Oxfordshire County Council), Burford Town Council	Continue to monitor until the end of the experimental period in February 2022 (COMPLETED)
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (* Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Use of Trading Standards time to assist Burford Town Council in the prosecution of enforcement breaches.	Due to process that has taken place to mitigate the impacts, Trading Standards have not yet reviewed / taken up any cases for prosecution. Since the introduction of the experimental order, Trading Standards resources have reduced further in this area of work. Agreed during the budget setting process, there is 0.5FTE directed to weight restriction enforcement, across the county.	Kate Davies, Team Leader Trading Standards, OCC	Continue to monitor until the end of the experimental period in February 2022. (Ongoing)
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

We are also committed to enable Oxfordshire to become carbon neutral by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • HGV's that are displaced from the A361 in Burford may rerouting through some smaller villages / inappropriate routes in: <ul style="list-style-type: none"> A. could be increasing carbon emissions into areas where they have previously been low; B. emitting more carbon emissions (in general) during each journey due to the longer distances being travelled to avoid the weight restriction • Witney AQMA – increase in HGV numbers on B4022 West End. 	Request Burford Town Council review permit scheme operations to expand to allow more local businesses permission to use the A361 through Burford for local trips. (Completed)	Natalie Moore (Transport Planner, Oxfordshire County Council), Burford Town Council	Continue to monitor until the end of the experimental period in February 2022 (Completed)

CMDTDS4

Enable carbon emissions reduction at Burford	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reduction in HGV traffic travelling along the A361 has resulted in an assumed reduction (although not measured) in carbon emissions in the town (as well as noise, vibration, and pollution from moving lorries).	N/A	Natalie Moore (Transport Planner, Oxfordshire County Council), Burford Town Council	Continue to monitor until the end of the experimental period in February 2022 (Completed)
---	--------------------------	-------------------------------------	--------------------------	---	-----	---	---

Section 4: Review

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

Review Date	December 2021
Person Responsible for Review	Natalie Moore (Transport Planner); Odele Parsons (Senior Transport Planner)
Authorised By	Jacqui Cox (Cherwell & West Oxfordshire Locality Lead)

This page is intentionally left blank

Names of Councillors Calling In the Decision.

Call In of the Burford Experimental Weight Limit Delegated Decision made By the Cabinet Member for Travel and Development Strategy on Wednesday 5 January 2022

These are the names of the councillors provided in support of the Call In:

- Councillor Felix Bloomfield
- Councillor Ian Snowdon
- Councillor Nicholas Field-Johnson
- Councillor Yvonne Constance
- Councillor Tony Ilott
- Councillor Michael Waine
- Councillor Jane Murphy
- Councillor Kevin Bulmer
- Councillor Nigel Simpson
- Councillor George Reynolds
- Councillor Nick Leverton
- Councillor Bob Johnston
- Councillor Stefan Gawrysiak
- Councillor Nigel Champken-Woods.

This page is intentionally left blank

Reasons for the Call In Request

Reasons for the Call In request provided in a letter from Councillor Nicholas Field-Johnson on 10th January 2022.

10th January, 2022

Dear Scrutiny Committee,

We were extremely disappointed by the decision made today on the Burford Weight Limit (“BWL”) . We believe it was based on knowingly erroneous information and wish to have the decision called in to the full Cabinet for a final decision. This suggestion is based on:

1. Serious Omission of the ANPR data.

Cllr Enright decision, he stated, was based on a table in the Officers’ report. Because Officers had not fully analysed their own data this table is hugely erroneous. Burford Town Council did fully and professionally analyse the October 2021 OCC data and submitted a written report on these errors to Cllr Enright in December 2021.

In October 2021 two traffic measuring techniques were compared at 5 sites for the first time by OCC, with the introduction of ANPR recording (Automatic Number Plate Recognition). Analysis showed that the cable-across-the-road technique, ATC, can overestimate the number of HGVs by up to a factor of 10.. The table Cllr Enright used to base his decision is ATC based and therefore contains useless, unreliable information.

But the ANPR surveys were crucial in other ways. Firstly, they allowed the proportion of HGVs that were above and below 7.5t to be known for the first time. This meant that the real number of affected HGVs could be identified, which proved to be much lower than implied by the ATC survey. This showed that the selection of 50% in the criteria defining the thresholds of desired (or harmful) impact when applied to all HGVs was meaningless with hindsight. The criterion should only have been applied to HGVs above 7.5t, i.e. the target of ETRO.

Secondly, the ANPR data allowed through traffic between Leafield and Witney to be identified, providing irrefutable evidence that there is minimal use of Leafield for north/south through movements.

All of these findings were omitted from the Officers’ Report.

This is a glaring use of erroneous HGV traffic information for decision making and is beyond comprehension for a professionally-run Council. The crucial non-analysis in the Report to Cllr Enright has not been explained by Officers.

2. Misrepresentations and claims.

A significant number of complaints come from Leafield. This was orchestrated by a Councillor through social media mis-representing the situation. The gold standard ANPR data linked to DVLA is the only reliable HGV measuring technique which showed that there were only 1 an hour >7.5 tonne HGVs passing through Leafield and Crawley, negligible even in a village. The excessive claims from critics including GCC are misguided. Cllr Enright maintained otherwise, again groundlessly.

Separate survey of HGVs in Leafield have been carried out by me and Burford Town Council supporting the 1 an hour survey results.

Analysis of the ANPR data by BTC also indicates that a number of HGVs use Leafield in order to by-pass Charlbury, which has its own weight limit, and this has nothing to do with Burford.

3. Decision at the meeting had been pre-determined.

No recognition of the points of the nine speakers was considered or data or the report from BTC detailing the errors in the Officers' Report. The decision was clearly long pre-determined and the decision was compromised by the wrong data being used to validate the decision.

One has to question whether the role of the Cabinet Member was compromised by his close association with Witney Town Council and Witney hauliers in their opposition to the BWL.

4. Called-in grounds

One must question why Cllr Enright ignored facts and read a decision obviously prepared before the Decision meeting. The ETRO has had many benefits to towns and villages on the A361, environmental, pollution, building damage, accidents etc. but as always there are some losers, who are hauliers which are within Enright's ward. There is clear evidence of possible bias which should be removed.

Others, unbiased, should review the decision and request the officers to analyse all the data they collected and then put back the issue to Cabinet. Such a major decision affecting people and businesses in West Oxfordshire - 25% of total - should not be a delegated decision.

Best wishes

Nicholas

County Councillor Burford & North Carterton

Divisions Affected - ALL

PLACE OVERVIEW AND SCRUTINY COMMITTEE (2 FEBRUARY 2022)

CLIMATE CHANGE AND CARBON REDUCTION

Report by Bill Cotton, Corporate Director for Environment and Place

RECOMMENDATION

1. The Place Overview and Scrutiny Committee is recommended:
 - a. To note Oxfordshire County Council's climate change and carbon reduction strategies, key targets, performance and areas for development.
 - b. To note the Greenhouse Gas Emissions Report for 2020/21 (Appendix 1).

Introduction

2. The Place Overview and Scrutiny Committee requested a report on Oxfordshire County Council's climate change and carbon reduction strategies (including transport, energy, waste, council buildings and infrastructure, scope 1, 2 and 3 emissions), key targets, performance and areas for development.
3. The Committee requested also:
 - a. A summary of how the council is aiming to deliver its number 1 priority – put action to address climate action at the heart of our work
 - b. Key developments for 2022/23.
 - c. A summary of the main legislative background for the council's strategies and the statutory duties of the council and its partners
 - d. An update on the council's greenhouse gas emissions in 2020/21 and progress towards the target of net zero by 2030
 - e. An update on how the council is working towards the recommendations of the 'Pathways to Zero Carbon Oxfordshire' report

Report Details

How the council is putting climate action at the heart of our work

4. In response to the climate emergency, Oxfordshire County Council has committed to:
 - a. transform our organisation to be carbon neutral by 2030
 - b. work within our wider sphere of influence to enable a net-zero Oxfordshire by 2050 and reduce emissions by 50% by 2030 (from a 2008 baseline).
5. A Climate Action Framework has been developed to guide the mobilisation of a cross-organisational Climate Action Programme covering three areas:
 - a. **Becoming climate active council:** aligning key corporate strategies and policies with climate action commitments, integrating climate considerations into business planning and decision making, equipping staff and leadership to take action.
 - b. **Operating at net-zero carbon by 2030:** developing action plans to reduce energy usage and carbon emissions across estate, fleet, highway assets, and staff mileage; mobilising adequate resourcing to deliver such plans; supporting schools to deliver against their climate targets; working with suppliers to minimise the carbon emissions impact of our purchasing.
 - c. **Enabling a zero-carbon future for Oxfordshire:** leveraging the council's influence, strategic policy roles and partnerships to accelerate the transition to zero-carbon across transport and connectivity, smart local energy systems, energy efficient homes, natural carbon management, and waste reduction.
6. In 2021/22 the Climate Action Programme's annual delivery plan contained 20 workstreams. The delivery plan does not include the full breadth of activity on climate action across the council but captures workstreams identified as important for mobilising our climate action work or for delivery in this year. The programme is reported to CEDR and Cabinet six monthly and is included in the monthly performance reporting.
7. In response to the Fair Deal Alliance's prioritisation of climate action, some Programme workstreams were accelerated and new workstreams added. For example:
 - a. A new Climate Impact Assessment tool has been developed to reflect the new administration's priorities around nature, biodiversity, adaptation, resilience, circular economy, green jobs and innovation, health and wellbeing, equality, and participation. Climate Impact Assessments are required to accompany reports to the Senior Leadership Team (CEDR) and

Cabinet proposing a new policy, procedure, service change, project or programme.

- b. 'Carbon Literacy' training is now being offered to staff, leadership and councillors.
- c. The streetlight LED conversion programme was reshaped to bring forward an additional 25% carbon savings this year.
- d. Area-based transport action plans are being developed with climate action at their heart.
- e. Introduction of a 20mph limit which will support a shift to active travel.

Key developments for 2022/23

- 8. Next year, work will continue to deliver the strategies, plans, tools and projects that will drive the council's response to the climate and ecological emergencies, within its estate and operations and across the county.

Carbon Management Plan 2022-2025

- 9. A carbon management plan for the council's own estate net-zero target is currently in development. This plan covers council buildings, fleet, highway assets (e.g., streetlighting and traffic signals) and staff business travel. It will identify an interim target for 2024/25 on route to 2030 and a project pipeline.
- 10. Given the uncertainty around corporate assets due to changes in work practices (e.g., adoption of an agile work policy) and implementation of an integrated fleet management system, the plan will evolve over the next 12-18 months, with the initial version being presented to Cabinet in May.

PAZCO delivery plan

- 11. One of the key pieces of work to be developed next year will be the countywide delivery plan for Oxfordshire's transition to zero carbon, based on the Pathways to Zero Carbon Oxfordshire report, through the Environment Advisory Group of the Future Oxfordshire Partnership.
- 12. Working with districts and other key stakeholders, a transition routemap, an action plan, milestones and interim emissions targets will be developed.

Key strategies under development

- 13. In 2022/23, the following key strategies will be under development:
 - a. Local Transport and Connectivity Plan – following the consultation, the Plan Part 1 will be finalised; development of Part 2 will include area and corridor strategies, bus strategy, rail strategy, an updated digital connectivity strategy.

- b. Adaptation – an updated evidence base will be developed to inform Oxfordshire’s adaptation and resiliency strategy.
- c. Nature recovery – it’s is expected that OCC will be the lead authority to oversee the development and adoption of local nature recovery strategy, under the new Environment Act.
- d. OP2050 – OCC has a supporting role in the development of the spatial planning strategy for the county, which will be out for consultation during the next year.
- e. Oxfordshire Infrastructure Strategy (OxIS) stage 2 – building on the OxIS Stage 1 report and the Oxon Plan Reg 18 consultation in 2021, it is planned that OxIS Stage 2 will review strategic infrastructure needs and requirements to 2050 to align with and support the new Oxon Plan.

Climate Action Programme 22/23 annual delivery plan

- 14. The programme’s annual delivery plan is being reviewed for 22/23 and will be submitted to Cabinet in May. It will include key elements of the council’s carbon management plan, as well as key strategies and projects being delivered across the programme’s priority areas – mitigation, adaptation and resilience, nature and biodiversity, community engagement and organizational transformation.
- 15. Within the council’s own organizational transformation, one of the key projects for 2022/23 will be the development of a framework for assessment and management of carbon emissions in capital projects, to inform decision making.

Investment bids

- 16. In 2022/23 we will also be seeking additional funding to accelerate electric vehicle charging roll out, domestic retrofit, supply chain emissions reduction, expansion of community capacity on climate, and advice provision to householders and other county organisations.

Legislative background and statutory roles

- 17. The council’s climate action strategies and targets are informed by the Climate Change Act and the Environment Act, as well as sectorial policy such as the government’s 10 Point Plan, Energy White Paper and Net Zero Strategy. Please see this resource for [UK laws, policies and targets](#) that inform our work.
- 18. Given OCC’s statutory roles as strategic planning authority for transport and waste, these are key areas of opportunity to drive climate action (see below).

19. We also work closely with OxLEP on clean growth and skills, and with the districts, which have a statutory role on planning, for example supporting the development of the Oxfordshire Plan 2050.

Progress on reducing the council’s own greenhouse gas emissions

Greenhouse gas reporting

20. The council reports annually on its emissions in accordance with guidance published by the Department of Business, Energy and Industrial Strategy (BEIS). The council reports on emissions from its:

- corporate estate and activities (excluding contractors)
- maintained schools
- contractors - highway maintenance fleet fuel and outsourced data centre electricity consumption. (These have historically been included in our carbon footprint.)

Carbon Neutrality (Net Zero) 2030 target

21. The council reports also on progress towards its ‘carbon neutrality by 2030’ target. The scope of this target includes emissions from corporate estate and activities (excluding contractor and school emissions). **Figure 1** below shows the boundary of our Carbon Neutrality 2030 target.

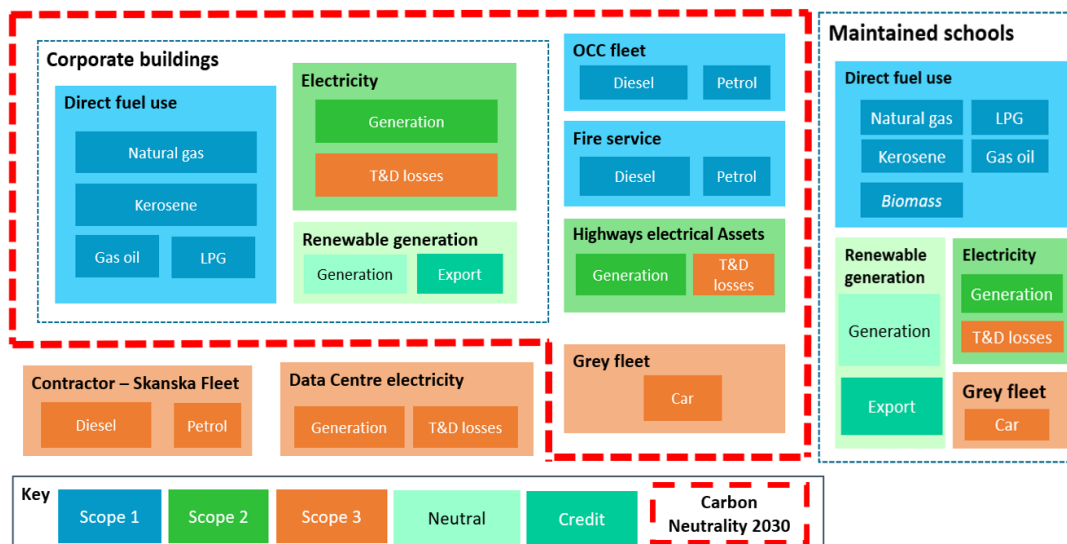


Figure 1 – Scope of Greenhouse Gas Report highlighting the emissions included in OCC’s carbon neutrality target (red line)

Approach to scope 3 emissions

22. Scope 3 emissions are emissions not directly controlled by OCC, e.g., from purchased goods and services, outsourced activities and staff travel. Due to data

accessibility, we currently report on scope 3 emissions from staff business mileage, electricity transmission and distribution losses, highway maintenance fleet fuel and outsourced data centre electricity only.

23. Reducing emissions across our supply chains is one of the key priorities identified in the Climate Action Framework. This objective has been progressed through:

- a. The new social value policy for procurement, which will be presented to Cabinet in February, places a priority on social value delivered by suppliers in the form of carbon emission reductions as well as other environmental aspects
- b. Some pilot work with suppliers to calculate and reduce supply chain emissions, e.g., within the highways contract extension and the Kennington bridge replacement project.

24. The Fair Deal Alliance want a greater ambition to reducing the council's Scope 3 emissions. A detailed understanding of the council's supply chain emissions and supplier engagement are key to implementing an effective reduction strategy. Therefore, OCC are now commissioning a piece of work with the following outputs:

- a. Produce a scope 3 GHG emissions footprint of the Council operations, according to internationally recognised standards
- b. Undertake supplier engagement to understand existing supplier carbon commitments
- c. Undertake analysis of information and data gathered and provide recommendations on next steps in developing a supply chain emissions strategy.

Performance update: 2020/21 greenhouse gas report

25. The Council's Greenhouse Gas report for 2020/2021 is included at Appendix 1. Headline figures for 2020/2021 are set out below:

- a. Reported carbon emissions dropped 12% to 16,865 t CO₂e, which represents a 75.2% decline since the baseline year of 2010-2011.
- b. Emissions within the scope of our carbon neutrality target footprint decreased 17% to 10,774 tCO₂e, a 59% decline since 2010-2011.
- c. Electricity grid decarbonisation (more renewables becoming part of the overall national electricity mix) accounts for close to a third of the corporate emissions reduction this year. The remaining reduction was driven by streetlight LED conversion and changes in working patterns due to COVID, particularly a reduction in staff business travel (which fell by 68%).

- d. Electricity usage in corporate buildings dropped by around 16%. Gas usage did not change owing in part to the need for additional air handling in our buildings to circulate fresh air.
- e. Although we are purchasing REGO-backed energy we have chosen not to count this as a carbon reduction as we are committed to reduce our reliance on grid electricity. We follow an energy hierarchy approach to energy reduction as set out in our Climate Action Framework.

26. Figure 2 below shows the evolution of emissions included in the carbon neutrality target since the baseline year 2010/11. The increases in 2012 to 2014 were due to services being brought in-house and changes in monitoring.

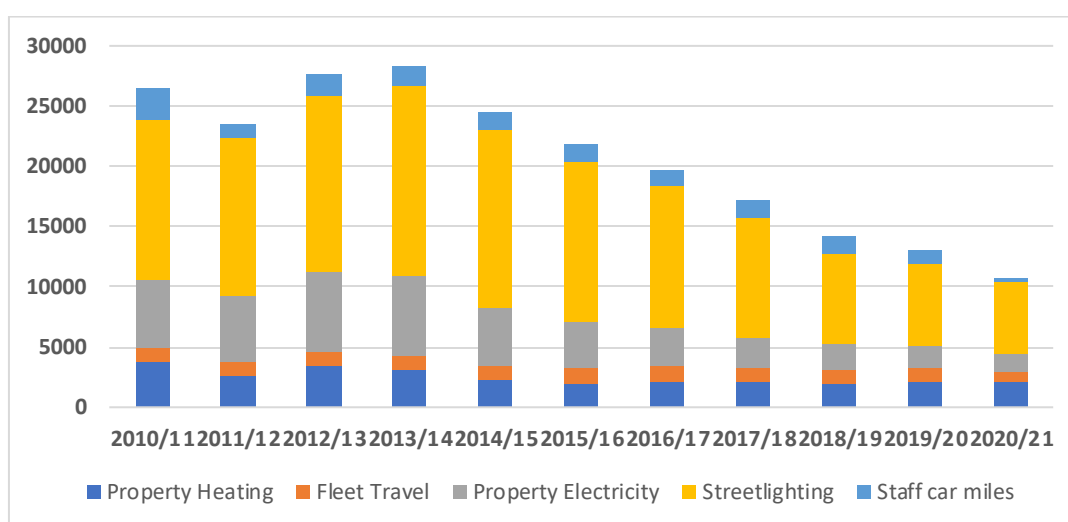


Figure 2 - OCC's carbon neutrality target emissions since 2010-2011

Update on work towards PaZCO recommendations

- 27. Pathways to a zero carbon Oxfordshire (PaZCO) (June 2021) was commissioned in partnership by OCC, OxLEP, district and city councils, and produced by the Environmental Change Institute (ECI). It meets a commitment in our Climate Action Framework to create an evidence base for decarbonisation in Oxfordshire.
- 28. The PaZCO report identifies what needs to be done to reach net zero but does not identify an action plan or shorter-term milestones to demonstrate being on track to meet the 2030 and 2050 targets.
- 29. OCC is working with the Future Oxfordshire Partnership's Environmental Advisory Group to develop a cross-Oxfordshire detailed transition routemap and delivery plan. Other partners that will be instrumental in the implementation of PaZCO's recommendations include the districts and city, Oxfordshire Climate Action Groups (CAG), OxLEP, and Oxfordshire Greentech network.

30. An internal review of OCC's readiness to implement PaZCO's recommendations highlighted that, while the county's key planning strategies (LTCP, OP2050, OxIS) are aligned with PaZCO's evidence and outcomes, there were gaps around (or need to scale up) adaptation, community engagement, and zero-carbon infrastructure – particularly electric vehicle charging, domestic retrofit, and landscape-scale nature recovery schemes. Such gaps are being addressed through additional resourcing to develop the required strategies and projects, a cross-county comms strategy, and the upcoming routemap development.

OCC's key climate strategies and initiatives

Transport

31. OCC's role as strategic planning authority for transport is one of our main levers to reduce emissions across the county by encouraging a shift to zero-carbon modes of transport and connectivity.
32. The **Local Transport and Connectivity Plan (LTCP)**, currently under consultation, outlines a vision for a zero-carbon transport system that enables all parts of the county to thrive. Our transport system will enable the county to be one of the world's leading innovation economies, whilst supporting clean growth, tackling inequalities and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.
33. LTCP sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and share transport the natural first choice. The plan is supported by the Active Travel Strategy and Bus Service Improvement Plan.
34. Oxfordshire County Council and Oxford City Council are introducing a **Zero Emission Zone (ZEZ)** in Oxford to improve air quality, cut carbon emissions, and move towards zero emission travel in the city. The ZEZ is an area where zero emission vehicles (such as fully electric motorcycles, cars and vans) can be used without incurring a ZEZ charge but where other motor vehicles may be charged. All petrol and diesel vehicles, including hybrids, will incur a daily ZEZ charge if they are driven in the ZEZ between 7am and 7pm unless they have a 100% discount or exemption.
35. The Oxford ZEZ is being introduced in two phases. The first phase is a small pilot area that will become operational in February 2022 in Oxford City Centre. This will allow the councils to test how the scheme will work before expanding the ZEZ to a wider area in the second phase.
36. Income from the ZEZ scheme will be used to pay for its development and operation as well as to fund schemes that support the transport objectives of two councils.
37. Registrations opened in December 2021 for eligible vehicle users to apply for a discount or exemption from ZEZ charges. The charging order, which gives legal

effect to the scheme, will be published in December 2021. Technical assessments and procurement of additional technical services to inform the consultation and detailed design of the wider ZEZ are underway.

38. OCC is also innovating to support transport decarbonisation. The **Oxfordshire Electric Vehicle Infrastructure Strategy**, a strategy developed jointly the Districts and City, sets out our ambitions and targets to support the above national growth of electric vehicles within the County. The strategy is being delivered through innovative projects such as Park and Charge (provision of overnight charging for electric vehicles in council car parks for residents with no off-road parking) and OxGUL-e (piloting an innovative method of on-street charging using gullies, particularly in rural locations).
39. The Government's **Zero Emission Buses Regional Areas Scheme (ZEBRA)** is intended to enable deployment of zero emission buses and relevant accompanying infrastructure to a number of areas across the country. Oxford's ZEBRA bid area includes three Air Quality Management Areas, where nitrogen dioxide levels exceed national limit values. A successful Oxford bid would lead to approximately 160 zero emission buses operating within the Oxford SmartZone area and would lead to approximately 70% of daily bus mileage within that area being operated with zero emission buses. The resulting dramatic reduction in bus emissions would contribute significantly to better air quality and better environments for all users as well as reducing transport's contribution to climate change.
40. The council is also exploring the role of hydrogen in transport innovation. Oxfordshire Living Lab have been commissioned to bring together a group of stakeholders to help build a **hydrogen innovation cluster** and explore potential projects and funding streams to develop this energy vector.

Energy

41. Our Climate Action Programme sets out how we will make best use of our local partnerships and strategic influence to enable a net zero carbon Oxfordshire by 2050. An essential building block will be delivery of the **Oxfordshire Energy Strategy**¹. Owned by the Oxfordshire Local Enterprise Partnership signed by all Oxfordshire local authorities, the strategy sets three objectives:
 - a. to secure a smart, clean, modern energy infrastructure
 - b. to reduce countywide carbon emissions by 50% by 2030 (from a 2008 baseline) as a step on the road to net zero
 - c. to enhance energy networking and partnership working.
42. **Project LEO (Local Energy Oxfordshire)**, one of the signature projects in both the Energy Strategy Delivery Plan and OCC's Climate Action programme, is

¹ [Oxfordshire Energy Strategy | OxLEP \(oxfordshirelep.com\)](https://www.oxfordshirelep.com/oxfordshire-energy-strategy)

spearheading the energy system transformation in one of the most ambitious, wide-ranging, innovative, and holistic smart grid trials in the UK. One of just four national demonstrator projects funded under the government's *Prospering from the Energy Revolution* programme², Project LEO is delivered by a consortium of nine organisations led by Scottish and Southern Electricity Networks (SSEN) and including Oxfordshire County Council and Oxford City Council, both universities, the Low Carbon Hub, and a number of commercial partners.

43. LEO is running trials in Oxfordshire to build a broad range of reliable evidence of the technological, market and social conditions needed for a greener, more flexible, and fair electricity system. The use of flexibility services (making temporary changes in the way electricity is used, generated, or stored) will help reduce electricity demand at times of peak power flow and maximise use of renewable power. Active participation by local residents and businesses in a well-established local energy market is a central requirement in the Pathway to Zero Carbon Oxfordshire's 'Oxfordshire leading the way' scenario.
44. As well taking part in the LEO flexibility trials, OCC (in collaboration with Oxford Brookes University) is leading the development of a new spatial energy mapping and planning tool to support strategic place-based planning for the transition to a local net zero carbon energy system.
45. In the first phase of the project, the **LEO Integrated Land Use Map** has drawn together over forty layers of data (held by the County Council or publicly available) to give an accessible overview of land use and energy assets in Oxfordshire. New data commissioned for the project identifies the potential for additional renewable generation whilst further datasets help identify opportunities for targeted energy efficiency programmes, for example in areas where the electricity network is already working close to capacity. A story map published in July 2021 (Mapping Oxfordshire's Energy Transition) uses some of the data gathered so far to illustrate the Pathways to Zero Carbon Oxfordshire report, focusing on how - and where - energy is used and generated across Oxfordshire, and how this will need to change over time³.
46. In the coming year, we will add features and functionality to the LEO map to create an **integrated energy mapping tool**. The mapping tool will be made available to Oxfordshire local authorities, Oxfordshire Local Enterprise Partnership and other key stakeholders delivering the Oxfordshire Energy Strategy, providing the spatial evidence to support development of local area energy plans and the transition to net zero carbon. A new collaboration with the Energy Systems Catapult will ensure that the mapping tool reaches a local authority audience well beyond Oxfordshire to support the national transition to net zero.

² Oxfordshire boasts two of the four projects – Energy Superhub Oxford (ESO) is funded through the same programme. The City Council is also a partner in ESO.

³ [Mapping Oxfordshire's Energy Transition \(arcgis.com\)](https://www.arcgis.com/story/mapping/oxfordshire-energy-transition)

47. Project LEO has featured prominently both in the run up to and at COP26, showcasing in events in Oxford (the Net Zero bus event in September 2021 and SSE's Road to Renewables event in October 2021) and launching the University of Oxford's new research programme, the International Community of Local Smart Grids in the UK Pavilion in Glasgow.

Schools

48. In 2019/ 20 maintained schools contributed 5,260 tCO₂e, representing 27.4 per cent of OCCs total reported emissions. The combined annual gas and electricity spending of the 137 OCC Maintained schools is around £2million, representing the 2nd highest cost for many schools after staffing costs. Energy bills are also expected to rise in future months and years, further increasing the importance that schools are able to improve their energy efficiency and reduce energy usage to shield themselves from increases in costs.

49. OCC are currently tendering for an external consultant to deliver a climate support programme for schools. A principle focus of the proposed schools support will be to reduce the carbon emissions of these schools by reducing energy usage.

50. Through the climate support for schools, OCC will be able to provide support to schools at scale, including through utilising online platforms for network events, training and information webinars which are a low-cost approach to delivering training, networking and advise at scale. The support will also include more focussed support such as energy surveys and energy use analysis, as well as supporting schools to develop action plans.

51. The deadline for tender submissions for the commission is the 7th of January. We aim for the contract to start by March.

Waste

52. Reducing the carbon impact of household waste and recycling means embedding the circular economy principals that resources have to be kept in use for longer, and items need to be easily repaired or recycled at the end of their use. The waste management industry has been focussed on reducing the carbon impact of activities for longer than most other industries.

53. Oxfordshire is one of the best performing areas in the country for reuse, recycling and composting of household waste with performance last year at 59%. This performance combined with the use of Ardley Energy Recovery Facility for non-recyclable waste has seen the amount of household waste landfilled drop to less than 5% from 85% in 2000, reducing the amount of methane produced from disposal of this waste stream. This performance has been achieved through a long history of strong partnership working between all Oxfordshire councils and the agreement and implementation of the **Oxfordshire Joint Municipal Waste**

Management Strategy which contains still further targets and aspirations to improve. Additionally, the service manages several closed landfill sites where landfill gas is captured and flared off and the Household Waste Recycling Centres.

54. The partnership also delivers communication campaigns and projects with residents to encourage behaviour change and reduce the amount of waste produced and increase reuse, recycling and composting. This includes funding the Community Action Groups which are a network of 100 community action groups working across Oxfordshire on issues including waste, transport, food, energy and biodiversity and developing a Waste Prevention Plan which is in progress.

55. Our Joint Municipal Waste Management Strategy targets are:

- a. Keep household waste growth to zero person per year
- b. Recycle 65% of household waste by 2025, and 70% by 2030
- c. Send less than 3% of household waste to landfill.

Financial Implications

56. There are no financial implications with noting the above report.

57. The proposed revenue budget that will be considered by Council also includes additional funding to support climate change initiatives from 2022/23.

58. Funding for future programme developments will need to be considered through the Budget & Business Planning process from 2023/24 onwards

Comments checked by:

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

Legal Implications

59. The report raises no legal implications.

Comments checked by: Busola Akande, Solicitor – Legal Services,
busola.akande@oxfordshire.gov.uk

Staff Implications

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

Equality & Inclusion Implications

61. When developing and implementing its climate change and carbon reduction strategies and projects, the council must take an inclusive approach, ensuring the costs and benefits of the transition to a low-carbon economy are fairly shared.
62. While acting on climate change will bring benefits to all, it is most likely to have additional positive impacts on several of the protected and disadvantaged groups considered within the Council's equality framework

Sustainability Implications

63. The strategies and initiatives described in this report are at the core of the council's response to the climate emergency. A number of the projects have a direct impact on our corporate emissions, for example through the installation of heat pumps in our buildings or the roll out of LED street-lighting, while others are more countywide in impact, for example our efforts to increase climate resilience and emissions reduction through our strategies, policies and plans.

Bill Cotton, Corporate Director for Environment and Place

Annex: Annex 1 - Greenhouse gas report 2020/21

Background papers: Nil

Contact Officer: Sarah Gilbert, Climate Action Team Leader,
07867467797, Sarah.Gilbert@Oxfordshire.gov.uk

January 2022

This page is intentionally left blank



**OXFORDSHIRE
COUNTY COUNCIL**



Greenhouse Gas Report

Reporting Year 2020 - 2021

Oxfordshire County Council



Date: October 2021
Owner: Climate Action Team

Contents

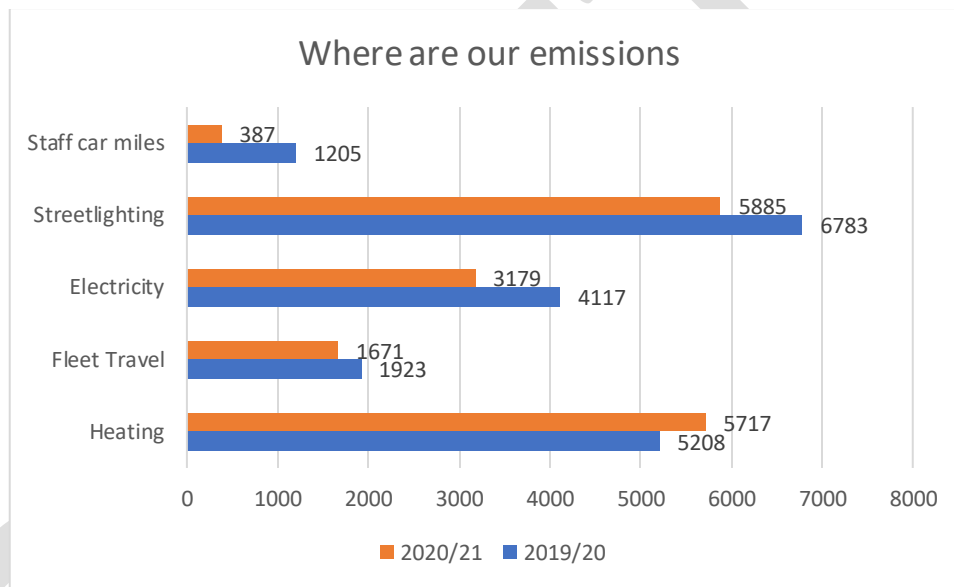
1. Executive Summary.....	3
2. Context.....	3
3. Reporting Period	4
4. Introduction, boundary and conversion factors	4
5. Greenhouse Gas (GHG Emissions) 2020/21.....	5
6. Change from Previous Year	5
7. Comparison against baseline year and reduction target	7
Oxfordshire County Council track emissions against a baseline year of 2010/11.	7
8. Carbon Neutrality Target 2030	9
9. Measurement, data quality, methodology and refinements.....	10
10. Energy Efficiency measures and carbon reduction projects 2020/21	10
Annex A – GHG Data Breakdown at Source	12
Annex B – Total GHG emissions summary (Corporate Estate, Contractors & Schools).....	14
Annex C – Corporate Estate GHG emissions	15
Annex D - Maintained schools GHG emissions.....	16
Annex E - Contractor GHG emissions.....	17
Annex F - Total corporate GHG CO2 Emissions Summary.....	18
Annex G – Carbon neutrality GHG CO2 Emissions Summary.....	18
Annex H - Operational Scope breakdown.....	19
Annex I – Operational Scopes	20

1. Executive Summary

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

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

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



2. Context

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

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

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

3. Reporting Period

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

4. Introduction, boundary and conversion factors

4.1. Each year, Oxfordshire County Council publishes details of its greenhouse gas (GHG) emissions in accordance with guidance published by the Department of Business, Energy and Industrial Strategy (BEIS).

4.2. The Council is committed to improving our GHG reporting in line with the latest BEIS guidance. We will be auditing our data in **2020/21**.

4.3. **Figure 2** shows the scope of our reported GHG emissions boundary.

The council reports on emissions from its:

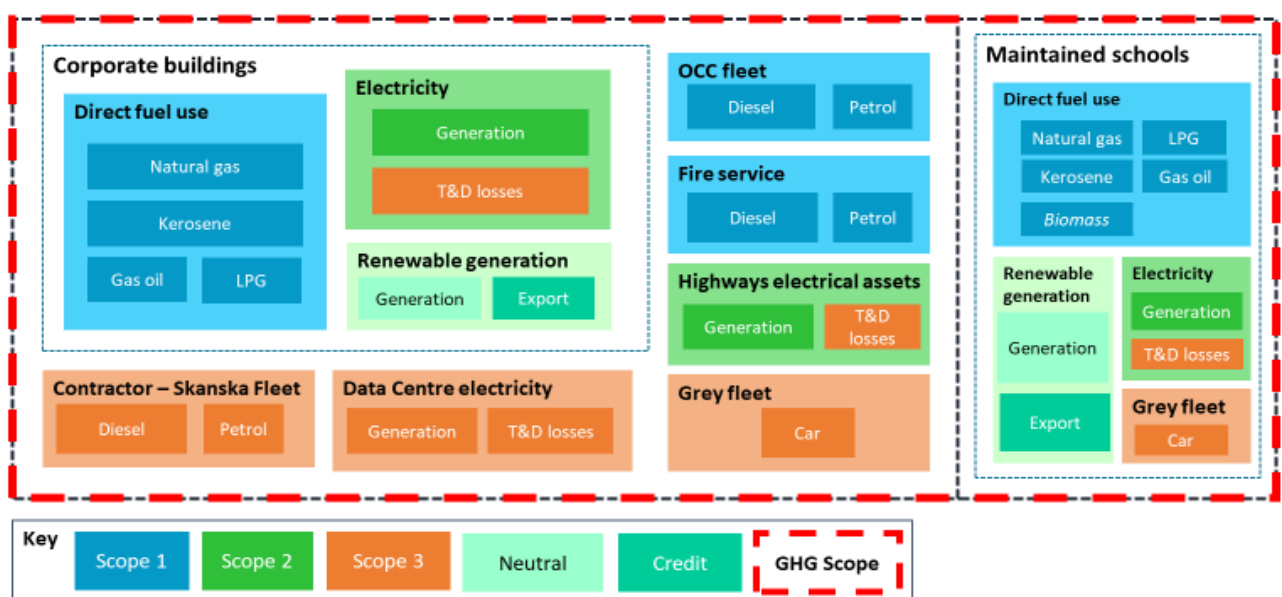
- corporate estate and activities (excluding contractors)
- maintained schools
- Contractors - Skanska highway fleet fuel and outsourced Data Centre electricity consumption.

These have historically been included in our carbon footprint.

4.4. In **2019** the council committed to become carbon neutral for its corporate estate and activities (excluding contractor emissions) by **2030**. This report creates a new category to show the emissions in scope for this target (refer to Section 7).

4.5. The carbon factor methodology applied are the **2020** carbon factors for the emissions generated in Financial year **2020-21** which can be found at: [Greenhouse gas reporting: conversion factors 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2020)

Figure 2: OCC GHG Emissions Boundary



5. Greenhouse Gas (GHG Emissions) 2020/21

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

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

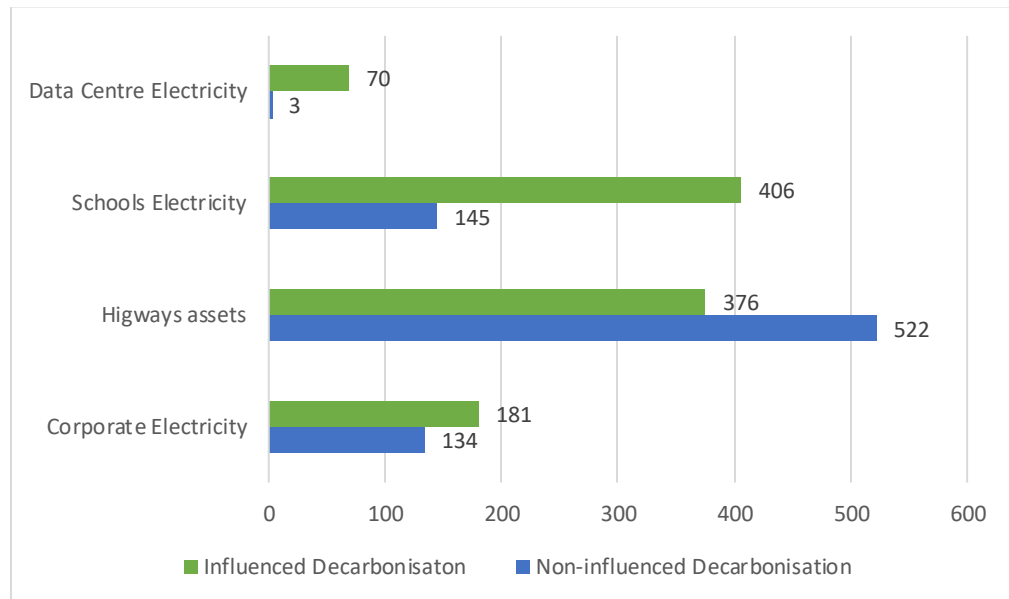
	Corporate Estate & Activities	Maintained Schools	Contractors (Highways & Data Centres)	Total
Scope 1	2992	3663	-	6656
Scope 2	6801	1506	-	8307
Scope 3	986	132	853	1971
Total Emissions	10779	5301	853	16934
Solar Export Corpora	5	64	0	69
Total	10774	5238	853	16865

6. Change from Previous Year

- 6.1. Total emissions in **2020/21** were **12% lower** than in **2019/20**, a total reduction of **2,299** tonnes CO₂e. Electricity grid **decarbonisation** and annual changes to carbon factors accounted for **863** tonnes CO₂e, **37.5%** of total reduction as compared to **2019/20**.
 - Emissions from the Council's **corporate estate and activities** (excluding outsourced contractors and maintained schools) fell from **13,047 tonnes** in **2019/20** to **10774** tonnes in **2020/21**, a reduction of **17% (2,273** tonnes CO₂e). This includes offset from Solar PV exports. Electricity grid **decarbonisation** accounted for **704** tonnes CO₂e i.e., **31%** of total reduction for corporate estate and activities.
 - Emissions from **maintained schools** decrease by **0.4% (22** tonnes CO₂e) from **5,260 tonnes** to **5238 tonnes CO₂e** (this includes offset from schools Solar PV exports). Three schools were converted to academies removing **110** tonnes and have therefore been removed from this reporting year. Grid **decarbonisation** reduced emissions from electricity usage by **156** tonnes CO₂e. However, heating emissions increased by **547** tonnes CO₂e bringing down the overall reduction to just **0.4%**. Due to schools remaining open during the COVID lockdown

for essential workers children, emissions did not fall as expected due to additional heating requirement required to maintain air circulation.

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



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

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

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

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

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

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

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

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

7. Comparison against baseline year and reduction target

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

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

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

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

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

- Emissions from 2010/11 list of 284 maintained schools** have

reduced by **87%** since the baseline year **2010/11**. **158** schools converting to academies and therefore falling outside the Council's reporting has contributed significantly to this change.

- **Emissions from the remaining 126 maintained schools** (adjusted to remove the effect of schools converting to academies) have reduced by an estimated **28%** since **2010/11**, an average of **2.8%** per year.
- **Our contractor emissions (Skanska fleet fuel and ICT Data Centers)** have reduced by **27%** since **2010/11**; an average annual reduction of **2.7%** per year.

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

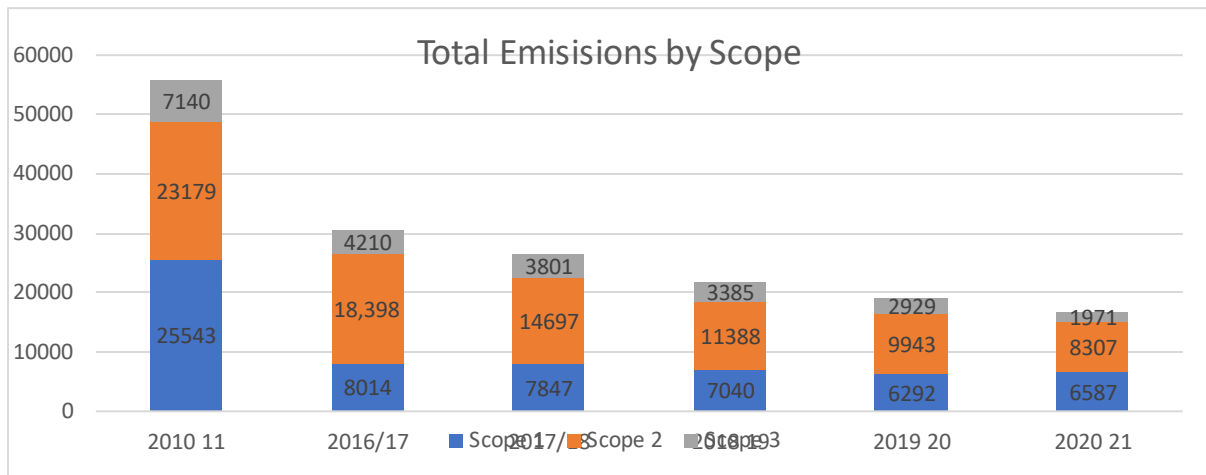
Since **2020/21** the County Council has achieved a **75.2%** reduction in underlying CO₂e emissions and an **73%** reduction in emissions after allowing for the purchase of green energy in 2010/11 and **REGO** certified grid renewable electricity in 2020/21.

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

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

2020/21 and 2010/11 Comparison (Tonnes CO ₂ e)			
	2010/11	2020 21	Reduction
Corporate Estate & Activities	26511	10779	59.3%
Solar Export Corporate (offset)	-	-5	-
Total Corporate Estates & Activities	26511	10774	59.4%
Academies	32963	0	100%
Maintained Schools	7404	5301	28.4%
Solar Export SChools (offset)	-	-64	-
Total Schools	40367	5238	87.0%
Contractors	1163	853	26.7%
Total Net Emissions	68041	16865	75.2%

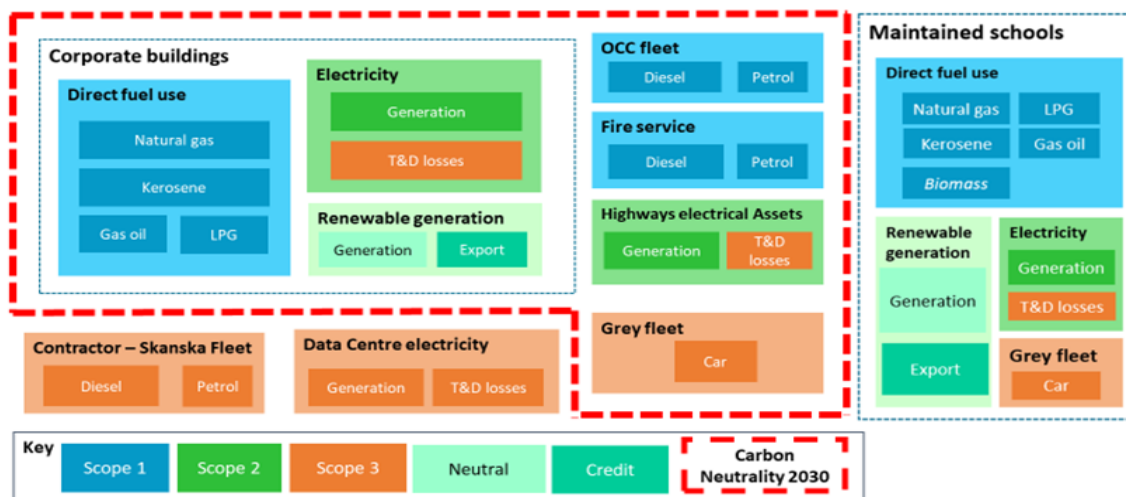
Figure 4: Emissions Comparison by scope from 2010/11 to 2020/21



8. Carbon Neutrality Target 2030

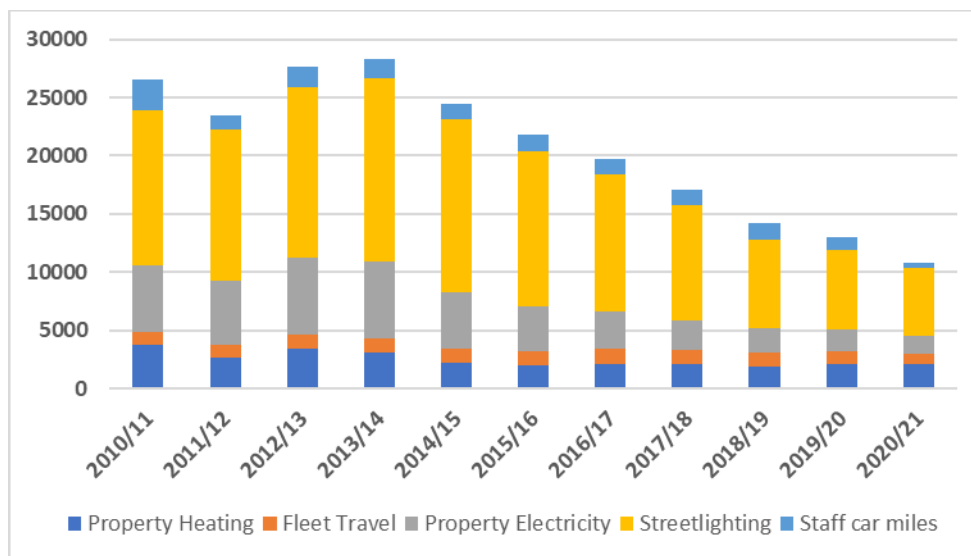
- 8.1. In **2019** the council committed to become carbon neutral for its corporate estate and activities (excluding contractor and maintained school’s emissions) by **2030**¹.
- 8.2. **Figure 5** below shows the boundary of our Carbon Neutrality **2030** target.
- 8.3. **Figure 6** shows carbon neutrality performance since baseline year **2010/11**
- 8.4. The council is in the process of reviewing its annual targets to meet this objective, and currently tracking progress against a **6%** annual reduction target.

Figure 5: OCC Carbon Neutrality 2030 Target Boundary



¹ Further information about the council’s carbon reduction strategy:
[Climate action in Oxfordshire | Oxfordshire County Council](#)
[What we are doing to reduce our greenhouse gas emissions | Oxfordshire County Council](#)
[2020 Climate Action Framework \(oxfordshire.gov.uk\)](#)

Figure 6: Carbon Neutrality performance



9. Measurement, data quality, methodology and refinements

9.1. Oxfordshire County Council wish to collect high-quality data and has invested in AMR (Automatic meter reading), loggers and meter upgrades.

9.2. Our data quality is as follows:

- **55%** of our electricity data is from actual meter data and the remaining **45%** is based on invoiced annual consumption.
- **100%** of our oil data is from delivered fuel invoices/ Fuel card data
- **38%** of our gas data is from actual meter data and **62%** is based on invoiced annual consumption.
- Street lighting data is calculated from *Elexon BSCP520 –Unmetered supplies Registered in SMRS*
- Mileage data for business miles is collected from claim forms (as is cycle mileage) through staff expenses claims.
- We also collect motorbike business mileage through staff expenses claims.

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

Below is a list of a some of the energy efficiency projects undertaken to reduce both

energy and carbon emissions.

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

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

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

Annex A – GHG Data Breakdown at Source

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

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

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

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

Annex C – Corporate Estate GHG emissions

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

Annex D - Maintained schools GHG emissions

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

Annex E - Contractor GHG emissions

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

Annex F - Total corporate GHG CO2 Emissions Summary

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

Annex G – Carbon neutrality GHG CO2 Emissions Summary

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

Annex H - Operational Scope breakdown

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

Not included in current reporting and reasoning

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

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

Annex I – Operational Scopes

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

Divisions Affected - All

PLACE OVERVIEW AND SCRUTINY COMMITTEE 2 FEBRUARY 2022

THE PLACE SCRUTINY COMMITTEE WORK PLAN FOR 2021/22

Report by Director of Law and Governance

RECOMMENDATION

That the Place Scrutiny Committee Work Plan be noted (as set out in Appendix 1).

Executive Summary

1. This report presents the Place Scrutiny Committee Work Plan for 2021/22. The Place Scrutiny Committee Work Plan for 2021/22 was agreed at its meeting on 24th November 2022 for the remaining meetings of the 2021/22 municipal year, drawing on the consideration of work planning at previous meetings. The Work Plan is presented in this report for information and to provide an opportunity for the committee to clarify any items for future meetings in the annual committee cycle.

The Place Scrutiny Committee Work Plan for 2021/22

2. The work plans for scrutiny committees set out the issues that the scrutiny committee will consider during the year, including any scrutiny working groups (or Scrutiny Review Panels). The Place Scrutiny Committee Work Plan is set out in Appendix 1.
3. Oxfordshire Council has three Overview and Scrutiny Committees and a joint health overview and scrutiny committee; – the Performance & Corporate Services Overview and Scrutiny, the People Overview and Scrutiny Committee, the Place Overview Scrutiny Committee and the Joint Health Overview & Scrutiny Committee. The work plan for each committee is considered and agreed by the respective committees.
4. The remit of the scrutiny committees are set out in Article 7 of the Oxfordshire Council Constitution under the Terms of Reference for Scrutiny committees. The remit of the Place Overview and Scrutiny Committee is:
‘Climate change, transport, highways, planning and place-based services. Including the delivery of regulatory services, fire and rescue, community safety and community services such as libraries.’
5. The committee is also the council’s statutory Crime and Disorder Committee and as such may review or scrutinise decisions made, or other action taken, by the Safer Oxfordshire Partnership¹.

¹ The committee is the “crime and disorder committee” for the purposes of section 19 of the Police and Justice Act 2006.

6. The scrutiny committees ordinarily meet four times a year throughout the year. The number of topics identified were therefore limited and balanced to the number that can usefully be considered within the committee meeting time available across the year.

Financial Implications

There are no financial implications for the purposes of this report.

Prem Salhan – Interim Finance Business Partner – CODR & CDAI
25th January 2022

Legal Implications

There are no legal implications for the purposes of this report.

Reviewed by:
Sukdave S. Ghuman
Head of Legal Services & Deputy Monitoring Officer

ANITA BRADLEY
Director of Law and Governance

Annex:

Appendix 1 – The Place Scrutiny Committee Work Plan 2021/22.

Background papers: Report to Place OSC: Work Programme – 22 September 2021

Contact Officer: Michael Carr, Interim Scrutiny Officer
E: Michael.carr@oxfordshire.gov.uk
January 2022

Place Overview and Scrutiny Committee Work Plan 2021-2022

Agreed by the Place Overview and Scrutiny Committee on 24th November 2021.

Wednesday 24th November 2021

Agenda item
<p>Library Strategy</p> <p>To consider the emerging Libraries and Heritage strategy which will be considered at Cabinet on 21st December 2021.</p>
<p>Street Design Guide</p> <p>To consider the Oxfordshire Street Design Guide, endorsed by Cabinet on Tuesday, 21 September 2021, and consider areas for further development of the Oxfordshire Street Design Guide and other supporting policy developments.</p>
<p>Place Overview and Scrutiny Committee Annual Work Plan</p> <p>To agree the Place Overview and Scrutiny Committee Annual work plan for 2021/22 Financial year.</p>

Wednesday 2nd February 2022

Agenda item
<p>Property Strategy</p> <p>To review Oxfordshire CC Property Strategy.</p>
<p>Climate Change and Carbon Reduction</p> <p>To consider the Oxfordshire County Council Climate Change and Carbon Reduction strategies.</p>
<p>The National Bus Strategy Enhanced Partnership.</p>

Wednesday 6th April 2022

Agenda item
<p>Annual Crime & Disorder Scrutiny meeting</p> <p>To consider</p> <ul style="list-style-type: none">○ Best Practice and how OCC compares○ Current approach and partnership working○ Community Safety Partnership○ PCC and links to Police and Crime PLAN○ Fire & Rescue Service Community Safety Plan○ Public perspective on key issues. <p style="text-align: right;"><i>Deadline for reports: 25th March 2022</i></p>
<p>Fire & Rescue Service Inspection Report</p> <p>To consider the Oxfordshire Fire & Rescue Service Inspection Report</p> <p style="text-align: right;"><i>Deadline for reports: 25th March 2022</i></p>

Scrutiny Working Groups

In addition the Place OSC has agreed that two Scrutiny Working Groups be set up in order to undertake pre-scrutiny overview of upcoming topics and performance information. The two working groups are on:

1. Carbon Reduction Targets
2. Transport Policy Development.

The Carbon Reduction Targets Scrutiny Working Group

Membership:

The members of the Carbon Reduction Targets Scrutiny Working Group are:
Cllr Hicks,
Cllr Povolotsky.

Terms of Reference:

To provide performance overview of current targets and make suggestions for development of future targets.

The Transport Policy Development Scrutiny Working Group

Membership:

The members of the Transport Policy Development Scrutiny Working Group are:
Cllr Hicks,
Cllr Roberts,

Cllr Levy,
Cllr Baines,
Cllr Mallon.

Terms of Reference:

To provide oversight of current and emerging transport policy development and consultation.

Additional Items

In addition to the items detailed above the Committee noted the following issues for future consideration:

- Flooding
- The Future of the High Street and Retail.

This page is intentionally left blank