



To: **Members of the Cabinet**

Notice of a Meeting of the Cabinet

Tuesday, 26 April 2022 at 2.00 pm

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

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

In line with current Government advice, those attending the meeting are asked to consider wearing a face-covering.

A handwritten signature in black ink that reads "Stephen Chandler".

Stephen Chandler
Interim Chief Executive

April 2022

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

Membership

Councillors

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

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

Date of next meeting: 24 May 2022

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

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

Whose Interests must be included?

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

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

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

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

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

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

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

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

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

List of Disclosable Pecuniary Interests:

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

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

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

AGENDA

1. Apologies for Absence

2. Declarations of Interest

- guidance note opposite

3. Minutes (Pages 1 - 38)

To approve the minutes of the meeting held on 15 March 2022 (CA3) and to receive information arising from them.

4. Questions from County Councillors (Pages 39 - 40)

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

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

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

5. Petitions and Public Address

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection. In line with current Government advice, those attending the meeting in person are asked to consider wearing a face-covering.

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 'hybrid' meetings we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Wednesday 20 April 2022. Requests to speak should be sent to colm.ocaomhanaigh@oxfordshire.gov.uk.

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A

written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

6. Tree Policy for Oxfordshire (Pages 41 - 78)

Cabinet Member: Climate Change Delivery & Environment

Forward Plan Ref: 2022/014

Contact: Paul Fermer, Assistant Director Operations Tel: 07825 273984 / Andy Lederer, Principal Officer – Arboriculture Tel: 07860 453603

Report by Corporate Director Environment & Place (**CA6**).

This new Tree Policy puts the emphasis on ‘Presumption in favour of trees’ to maximise canopy cover opportunities and address the Climate Emergency across the Oxfordshire Landscape and Streetscape.

The Cabinet is RECOMMENDED to:

- a) **Approve the updated Tree Policy as at ANNEX 1;**
- b) **Approve the inclusion of related matters into the Street Design Guidance;**
- c) **Support the additional information provided as ‘Application of Tree Policy Guidance’ as set out at ANNEX 2.**

7. A40 HIF2 Smart Corridor - Compulsory Purchase and Side Road Orders (Pages 79 - 94)

Cabinet Member: Travel & Development Strategy

Forward Plan Ref: 2022/044

Contact: Arjen Bouwmeester, Programme Lead (A40),

arjen.bouwmeester@oxfordshire.gov.uk

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

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

NB: Annexes A and B are published as Supplementary Documents due to their number and size.

The Cabinet is RECOMMENDED to:

- a) **Confirm that the acquisition of the land identified on the map attached to this report (Annex B) (“the Order Map”) being the map accompanying The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 (“the CPO”) is necessary for highway purposes;**
- b) **Approve the Joint Statement of Reasons (Annex A) for the CPO and The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (“the SRO”),**

together with approving the CPO, the Order Map, the SRO and the plans accompanying the SRO (“SRO Plans”) all substantially in the form annexed to this report but to delegate to the Corporate Director Environment & Place following consultation with the Director of Law & Governance, authority to modify them as necessary;

- c) Authorise the Director of Law & Governance to make The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (“the SRO”) to enable the stopping-up, diversion, alteration, improvement and creation of new lengths of highway or reclassification of existing highways, and giving authority to the acquisition of necessary land pursuant to the CPO and that the Common Seal of the Council be affixed to the SRO and to the SRO Plans. The SRO also enables the stopping up of private means of access as necessary where the scheme design necessitates and re-provision of private means of access;
- d) Authorise the Director of Law & Governance to make The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Part II and III to Schedule 2, and Schedule 3 to the Acquisition of Land Act 1981 for the purpose of acquiring the land and interests shown on the Order Map and described in the Schedules to the CPO (or such lesser area of land should this in his opinion be appropriate) to facilitate the construction of new highway on such land and that the Common Seal of the Council be affixed to the CPO and to the Order Map;
- e) Authorise the Director of Law & Governance to advertise the making of the CPO and the SRO and to submit the CPO and SRO to the Secretary of State for Transport for confirmation, together with authorising the Director of Law & Governance to take all other relevant action thereon to promote the confirmation of the CPO and the SRO;
- f) In the event that any Public Inquiry is convened to consider objections to the CPO and/or SRO and/or planning application (by way of a call-in decision), to authorise the Director of Law & Governance , in consultation with the Corporate Director Environment & Place to prepare and submit such evidence as is necessary in support of the CPO and/or SRO and/or planning application, including enlisting the assistance of outside consultants, legal advisors and Counsel to assist in the preparation and presentation of such evidence;
- g) As soon as the CPO and the SRO have been confirmed and become operative, to authorise the Director of Law & Governance to comply with all associated requirements in respect of personal, site and press notices of confirmation and to make, seal and give notice of a General Vesting Declaration (or declarations where more than one is required) under the Compulsory Purchase (Vesting Declarations) Act 1981 and/or to serve Notices to Treat and Notice of Entry in respect of those properties to be acquired compulsorily;

- h) Authorise the Corporate Director Environment & Place in consultation with the Director of Law & Governance to negotiate terms with interested parties for the purchase by agreement or payment of compensation in accordance with the Compensation Code in respect of any interests or rights in or over any land included in the CPO and, where appropriate, to agree terms for relocation;
- i) Authorise the Director of Property in consultation with the Director of Law & Governance to complete the acquisition of such interests or rights and their transfer to the Council;
- j) In the event that compensation for the acquisition of land and/or rights cannot be agreed between the relevant parties, to authorise the Director of Law & Governance to make a reference to the Upper Tribunal (Lands Chamber) for determination of such compensation together with such other questions as may be necessary to determine, including the engagement of appropriate external legal advisors and surveyors and other experts, as required;
- k) In the event that any question of compensation in relation to the acquisition of land and/or rights is made by way of a reference to the Upper Tribunal (Lands Chamber) (whether by the claimant or the Council) to authorise the Director of Law & Governance to take all necessary steps in relation thereto, including advising on the appropriate uses and compensation payable and issuing the appropriate certificates.

8. Highway Works Bond for Development with Public Bodies (Pages 95 - 100)

Cabinet Member: Travel and Development Strategy

Forward Plan Ref: 2021/233

Contact: Julian Richardson, Senior Engineer (Road Agreements Team C&W) Tel: 07825 052736

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

To seek approval for delegated powers to negotiate alternative Section 278 bond solutions with recognised Public Bodies to the Corporate Director for Environment & Place.

The Cabinet is RECOMMENDED to delegate powers to negotiate and put in place alternative solutions to a conventional Section 278 Agreement Bond with Public Bodies to the Corporate Director for Environment and Place in consultation with the Director of Finance.

9. Delegated Powers - April 2022

Cabinet Member: Leader

Forward Plan Ref: 2021/201

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

Report by Director of Law & Governance

There were no delegated decisions taken during the period January to March 2022.

10. Forward Plan and Future Business (Pages 101 - 104)

Cabinet Member: All

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

The Cabinet Procedure Rules provide that the business of each meeting at the Cabinet is to include “updating of the Forward Plan and proposals for business to be conducted at the following meeting”. Items from the Forward Plan for the immediately forthcoming meetings of the Cabinet appear in the Schedule at **CA10**. This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.

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

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

CABINET

MINUTES of the meeting held on Tuesday, 15 March 2022 commencing at 10.00 am and finishing at 4.00 pm

Present:

Voting Members: Councillor Liz Leffman – in the Chair
Councillor Liz Brighthouse OBE (Deputy Chair)
Councillor Glynis Phillips
Councillor Dr Pete Sudbury
Councillor Tim Bearder
Councillor Duncan Enright
Councillor Calum Miller
Councillor Mark Lygo

Councillor Jenny Hannaby attended remotely

Other Members in Attendance:

Councillors David Bartholomew, Robin Bennett, Andrew Coles, Nick Field-Johnson, Donna Ford, Andrew Gant, Andy Graham, Charlie Hicks, John Howson, Nick Leverton, Ian Middleton, Freddie van Mierlo, Michael O'Connor; Sally Povolotsky, Eddie Reeves, Nigel Simpson, Bethia Thomas, Liam Walker, Richard Webber

Officers:

Whole of meeting Stephen Chandler, Interim Chief Executive; Lorna Baxter, Director of Finance; Anita Bradley, Director of Law & Governance; Colm Ó Caomhánaigh

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

25/22 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

Apologies were received from Councillor Neil Fawcett – attending a Local Government Association Fire & Rescue Service Conference.

Councillor Jenny Hannaby participated remotely due to isolating.

26/22 DECLARATIONS OF INTEREST

(Agenda Item. 2)

Councillor Calum Miller declared a non-pecuniary interest on Item 15 as a coach with Gosford All-Blacks Rugby Club.

27/22 MINUTES

(Agenda Item. 3)

The minutes of the meeting held on 15 February 2022 were approved with two spelling corrections on page 5.

28/22 STATEMENT ON UKRAINE

The Chair made the following statement:

Oxfordshire County Council condemns in the strongest terms the actions of the Russian military in Ukraine. The invasion of a sovereign state is an act of war. The deliberate bombing of civilian areas is a war crime. We call on all nations to play their part in bringing this conflict to an end.

Our nation and our county has a proud record of receiving refugees from conflict around the world. In recent years, we have welcomed those from Syria and Afghanistan. The response of the people of Oxfordshire, in common with others across the UK and EU, to the suffering of Ukrainians has been compassionate, generous and remarkable. Oxfordshire County Council stands shoulder to shoulder with the people of Ukraine and will welcome and support those refugees who seek shelter in our county. We call on the Government to accelerate the process of admitting Ukrainian refugees to the UK and to increase the routes available to those fleeing conflict in their home country.

The Council believes that economic activity and financial transactions may support the leadership of the Russian state and fund the war in Ukraine. The Council notes that officers have scrutinised existing contracts for goods and services and provided assurance that none are held with Russian economic entities. We have already requested that any funds held in Russian companies or financial instruments be divested with immediate effect. It welcomes confirmation that the county's pension fund is similarly divesting of any Russian assets.

The Council recognises the bravery of those who are resisting the invasion in Ukraine and who are opposing the war in Russia. People of both Ukrainian and Russian descent are appalled by the actions of the Russian government and personally affected by the conflict. We call on all residents of Oxfordshire to continue to show compassion, care and tolerance for each other, and we call on the Government to accelerate the process of admitting Ukrainian refugees to the UK and to increase the routes available to those fleeing conflict in their home country.

29/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

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

30/22 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The Chair had agreed to the following requests to speak:

Item 6: Plant Based Food

Cllr Ian Middleton
Karl Franklin
Linda Newbery
Matilda Gettins
Jimmy Pierson
Cllr David Bartholomew
Cllr Eddie Reeves
Cllr Sally Povolotsky
Cllr Bethia Thomas
Cllr Donna Ford

Item 9: Strategic Plan 2022-2025

Cllr Michael O'Connor
Cllr Donna Ford

Item 13: HIF1 – Amendments to the Grant Determination Agreement

District Cllr David Ruane
District Cllr Emily Smith
District Cllr Sam Casey-Rerhaye
Katherine Foxhall
District Cllr Jo Robb
Antonia Jenkinson
Robin Jones
Nigel Tipple
Parish Cllr Greg O Broin
Parish Cllr Rita Atkinson
Cllr Charlie Hicks
Cllr Freddie van Mierlo
Cllr Richard Webber
Cllr Robin Bennett
Cllr Ian Middleton
Cllr Sally Povolotsky

Item 15: Land at Stratfield Brake

Niall McWilliams
Paul Peros
David Hipkiss
City Cllr Liz Wade
Suzanne McIvor
Cllr Nigel Simpson
Cllr Andrew Gant

Cllr Liam Walker
Cllr Ian Middleton
Cllr Charlie Hicks

Item 19: West Oxfordshire Civil Parking Enforcement

Cllr Andrew Coles
Cllr Andy Graham

31/22 PLANT BASED FOOD (RESPONSE TO MOTION FROM CLLR MIDDLETON AT COUNCIL ON 14 DECEMBER 2021)

(Agenda Item. 6)

Cabinet had before it a report setting out some initial measures to enable the council to meet its strategic priorities following an approved motion to Full Council on this matter in December 2021.

Before considering the report, the Chair had agreed to hear a number of speakers.

Councillor Ian Middleton, who proposed the motion to Full Council, responded to complaints that the motion limited free will, noting that climate-focussed limitations on our lives were now commonplace. Many organisations across the world were now recognising the part that food choice played. There was overwhelming scientific evidence that intensive livestock farming was one of the greatest contributors to global climate change.

The issue had never been about veganism which was a personal choice. The previous administration unanimously declared a climate change emergency and this was what climate action looked like. Councillor Middleton described the proposals as a positive outcome for local food producers, helping to inform a long overdue food strategy which prioritised sourcing from local producers.

He was concerned though that the recommendations did not clearly reflect aspects in relation to schools in his original motion and asked Cabinet members to clarify this in their comments.

Karl Franklin asked Cabinet to reject the proposal to serve only plant-based food and instead adopt a sustainable policy to promote balanced diets and help bolster the local economy. He said that the local agriculture sector can be part of the solution. By buying locally the Council would support growers, producers, processors, food manufacturers and distributors.

Karl Franklin quoted statistics to show that British beef had half the greenhouse gas emissions compared to the global average and the amount of antibiotics used on British farms had been reduced by over 50%. He called on the Council to back British farming.

Linda Newbury stated that Councils, schools and organisations must take a lead in demonstrating that food can be both nourishing and sustainable, and that meant a move away from meat as a priority choice. Farmers demonstrating outside County Hall last month carried placards asking Oxfordshire to support local food and farming. She said that the placard she brought with her carried an identical message. They were essentially on the same side.

Linda Newbury added that when school caterers shift towards plant-based meals, there will be an overall reduction of cost, but meat will still be served on three days each week which was a legal requirement. This saving can be used to ensure that the meat served is produced locally and sustainably. She believed that before this there had been no council specification that meat used in school catering should be locally sourced.

Jimmy Pierson, Director of ProVeg UK, a non-profit organisation whose main aim was to increase the health and sustainability of school food in the UK by increasing the quantity and quality of plant-based food in schools. He noted that if the recommendations were adopted, the Council would be joining many other councils across the country that were embracing the benefits of plant-based food for the health of their residents and the health of the planet.

Jimmy Pierson added that feedback from children and from parents had been overwhelmingly positive. He believed that the main driver for this shift was climate change with health coming second and the fact that it was also cheaper probably being a third driver. He described the proposal as an example of climate leadership.

Councillor David Bartholomew, Shadow Cabinet Member for Finance, stated that he respected vegans and their belief, that he quite liked some vegan food but abhorred being commanded to eat it. Previously at council meetings, all food choices were respected, with vegan, vegetarian, gluten-free, meat and dairy options readily available. The OCC Director of Law & Governance had advised that the Equality Act 2010 considers veganism a protected belief – but no such protection is in place for those wishing to eat meat and dairy products.

Councillor Bartholomew noted that the Cabinet report watered-down the proposals in the original motion and he believed that the wave of negative publicity and pleas from farmers had some impact. Paragraph 5.3 of the report said schools will now be compelled to have a vegan menu just once a week instead of twice a week but a 'graduated approach' referenced at paragraph 1 b) suggested this will increase.

He asked the Cabinet to think again and refuse to adopt the report, consider how a vegan would feel if the situation was reversed and Cabinet was instructing that only meat should be served at meetings. In his view, change was best brought about through education and encouragement.

Councillor Sally Povolotsky stated that she was saddened that the part of the Council motion about 'food waste' being used in Members' catering had been removed and requested that this be placed back into the decision being taken by Cabinet. She had just started a community larder in her division based on food waste and it had already distributed 750kg in just three sessions.

Councillor Povolotsky advocated thinking globally and acting locally to make this food motion work as part of the contribution to reducing climate impact. As a council, and a procurement body, it often felt like the policy was cheapest first, with little or no regard for the product lifecycle of the item. Sustainable farming was a major contributor to the climate objectives, and local provision was key at all levels

School meals not only supported parents with the provision of nutritionally balanced sustenance for their children, but also fostered local jobs along the supply chains and community wealth building on the path towards a green recovery from COVID-19. This was an opportunity to work collaboratively with our farming community and landowners to make a change, to feed our residents and make health and our climate key factors in decision making.

Councillor Bethia Thomas expressed concerns about the item, including how it was labelled on the agenda as 'plant based food' which she believed was a misnomer as it misappropriated much of what was discussed in the report.

She advocated sustainability throughout the lifecycle of the food that we eat – not just production, but also distribution and disposal, and cited the network of Community Larders run by town and parish councils and a network of volunteers.

Councillor Thomas welcomed the fact that Cabinet was slowing the introduction of food reform in schools to make sure it was done correctly and asked that they similarly have a re-think about food at events, to consider the approach to waste food and excess packaging, promote the 30% reduction in meat and dairy that was set down in the food strategy and create a balanced and sustainable food offering at council meetings, and other events, with a wide range of food from local and sustainable sources.

Councillor Donna Ford, Shadow Cabinet Member for Corporate Services, stated that, for her, the school element of the report was the most important. She believed that an awards-based approach would be more effective just as schools already do for rewarding good choices. Children do not appreciate being told what to do and the result is often that they rebel.

Councillor Ford asked for clarity around the graduated approach advocated in the report. She cited paragraph 5.3 which referred to introducing a dedicated plant-based day, once a week. That was not incorporating options but was dictating a plant-based menu for 39 meals a year. She asked that they be allowed the option of choosing what they eat.

The Chair thanked the speakers and noted that there was a lot of agreement, for example on issues such as the quality of food, local sourcing, seasonality and food waste. These were all issues that will be addressed in the Oxfordshire Food Strategy.

The report was not about imposing plant-based food on anyone but it was about leading by example. It was based on advice from health experts and climate scientists on the importance of reducing the amount of meat and dairy produce that we consume.

Councillor Duncan Enright thanked Councillors Middleton and Povolotsky for bringing the original Council motion and welcomed the discussion that it had generated. It had shown the widespread agreement on the importance of locally based and sustainable food sources. He looked forward to the discussions around the broader Food Strategy which will include issues such as sustainable meat production.

Councillor Mark Lygo spoke about ensuring that food plays a positive role in our lives and he wanted to ensure that the voice of the child was heard in schools which he believed was happening with a lot of discussion about food and food waste. Healthy and sustainable food must be affordable and accessible for everyone. It was also important that our food choices should have a less negative impact on the planet.

Councillor Calum Miller noted that Cabinet had recently passed a Social Value Policy which will allow the Council to give a weighting to local suppliers and local sourcing. He hoped that this discussion would be reflected in the implementation of that and that the Council can work with smaller suppliers in order to make it easier for them to engage with Council procurement.

Councillor Tim Bearder noted that he represented a rural division in which farmers were key members of the community and countryside stewards. He believed that they had been let down by government policies and left reliant on supermarket food prices. The recommendations here were advocating for more locally produced and sustainably produced food and he supported them.

Councillor Liz Brighthouse noted that they were talking about food waste in a county which had families in poverty where there was no food waste and that needed to be taken into account in the coming Food Strategy. An important issue with school meals was the level of uptake among those entitled to free school meals and the level of uptake among others.

Councillor Brighthouse stated that only 14% of schools availed of the Council's service and they were all smaller primary schools. She asked that they agree these proposals and move on to the bigger issues of food justice and supporting farmers within a circular economy.

Councillor Pete Sudbury emphasised firstly that nobody was forcing anything down anyone's throats. There were two main justifications for the proposals:

the health of this planet, and the health of the people of Oxfordshire. What was good for people, was good for the planet and vice versa.

He stated that three quarters of farmed land was devoted to meat and two thirds of all plant-based food grown was fed to animals. That was not sustainable. Oxfordshire farmers were part of the solution not the problem. Meat-eating should be a treat, not a staple, but it should be Oxfordshire meat, reared in climate-positive conditions.

Councillor Sudbury added that they were acting on this, working with National Farmers Union representatives to put in place a "Food Hub" to promote Oxfordshire-grown food to our supply chains, and the wider community. Acceptance of this paper and the follow-through actions demonstrated their intent to lead from the front.

The Chair thanked all speakers for their contributions. She said that the discussion had brought Oxfordshire into the spotlight and drawn a lot of attention to the importance of locally produced and sustainable food. She put the recommendations which were agreed.

RESOLVED to

- a) **Ensure that food provided at full Council meetings and all civic events is entirely plant based and, where possible, sustainably and locally sourced.**
- b) **Endorse a graduated approach to incorporating plant-based options for school meals provided by the council, in partnership with schools who buy this service and in line with School Food Guidelines.**
- c) **Agree to the development of an Oxfordshire County Council food policy to support the delivery of sustainable food provision and its disposal within the Council.**

32/22 BUSINESS MANAGEMENT & MONITORING REPORT - JANUARY 2022

(Agenda Item. 7)

Cabinet received a report for approval presenting the January 2022 performance, risk and finance position for the Council.

Councillor Calum Miller, Cabinet Member for Finance, drew attention to continuing concerns around increased demand on children's services reflected in the risk register where the top three risks all related to this area. The other red-rated risks were in demand management in adult services and costs and shortages in the construction sector.

There was an expected underspend on the current year's budget of £1m. It was proposed to transfer £3.7m from the Covid reserve leaving £5m in that reserve. A resolution had recently been reached in nationwide negotiations

on the pay agreement and the cost of £2.8m will be taken from the contingency budget.

Councillor Liz Brighthouse, Cabinet Member for Children, Education & Young People's Services gave more details on the risks in that sector. There was a high rate of referrals of children to mental health services and it was necessary to ensure that the resources were in place, to look at Early Help and how families can be helped to support them.

The Council was tackling the workforce issues by looking to 'grow' its own social workers. The Council was already committed to providing its own homes for children and reduce the need to use private providers out of county.

Councillor Duncan Enright welcomed the fact that Oxfordshire was top of the recycling league despite not hitting its own ambitious targets. He also welcomed the opening of a joint advice centre in the Central Library with the City Council and hoped similar facilities could be put in place with the district councils.

RESOLVED

- a) **To note the January business management and monitoring report.**
- b) **To agree virements set out in Annex C -2b which relate to the Covid-19 costs incurred by the directorates between October 2021 and January 2022.**
- c) **To note virements set out in Annex C-2c**
- d) **To note virements for 2022/23 set out in Annex C-2d**
- e) **To approve the bad debt, write off in Annex C paragraphs 25 (Adult Services) and 84 (CDAI)**
- f) **To approve the use of the COVID Reserve in paragraphs 29, 35, 79, 85, 91, 94 and the use of the corporate contingency for the estimated cost of the pay award in paragraph 101**
- g) **To note the Review of Charges 2022/23 set out in Annex C-5**

33/22 CAPITAL PROGRAMME MONITORING REPORT - JANUARY 2022

(Agenda Item. 8)

Cabinet had before it the Financial Report on capital spending against budget allocations.

Councillor Calum Miller, Cabinet Member for Finance, highlighted a number of points:

- There was a reduction of £5.5m in the predicted spend for the current financial year, the majority of which related to rescheduling of infrastructure projects.
- There was a £2.6m increase in the budget funds for the full ten-year period.

- Cabinet was asked to approve an allocation from S106 contributions towards the cost increase in the building of a new SEND school in Bloxham.

The Chair put the recommendations.

RESOLVED to:

- a) **Endorse the latest capital monitoring position for 2021/22 set out in Annex 1.**
- b) **Agree that the following scheme should be added to the capital programme:**
 - **Sustainable Warmth Fund: £1.187m grant funded project to support the retrofitting of energy efficiency measures in homes in fuel poverty in Oxfordshire.**
- c) **Agree a contribution of £0.998m, funded by S106 contributions, to the Department for Education (DfE), towards the new Bloxham Grove SEND Free School.**
- d) **Approve the updated Capital Programme Summary (Annex 2) incorporating the changes set out in this report.**

34/22 STRATEGIC PLAN 2022-2025: OUTCOMES FRAMEWORK 2022/23
(Agenda Item. 9)

Cabinet was asked to approve the Outcomes Framework 2022/23 supporting the Strategic Plan and which represented a high-level overview of the Council's priorities.

Before considering the item, the Chair had agreed to a number of requests to speak:

Councillor Donna Ford, Shadow Cabinet Member for Corporate Services, criticised the format of the report saying that it was not very user-friendly. She was concerned that using numerical metrics did not take into account expected population growth.

Councillor Ford noted that counting only new things – for example new kilometres of cycleways – did not take account of any existing kilometres of cycleways that had become unusable. She asked that statutory services be distinguished from discretionary services so that comparisons could be made with other authorities. She welcomed the introduction of a 'one-stop-shop' public portal where all the data can be accessed by the everyone.

Councillor Michael O'Connor, Deputy Chair, Performance & Corporate Services Overview & Scrutiny Committee, summarized the feedback from the Committee. They suggested a number of improvements to the layout

including identifying the Cabinet Member responsible and having benchmarks against other councils comparable over time.

The Committee asked that the metrics reflect the Council's priorities and provide a unified picture. Qualitative measures should be provided where possible. It was suggested that there should be metrics on complaints and complaints procedures. The final list of recommendations from the Committee will be sent to the Cabinet Member.

Councillor Glynis Phillips, Cabinet Member for Corporate Services, introduced the report. Cabinet was asked to note that this was still work in progress with a number of target details still being developed. The Cabinet meeting in July will be the first populated report in this reporting cycle to assess progress.

Alongside the bi-monthly reporting to Cabinet, there will be the annual report in June, quarterly workforce reports, and six-monthly reports on the climate action plan and the Equalities, Diversity and Inclusion Strategy. There will also be 'exception reporting' to alert Cabinet to any significant changes mid reporting cycle.

Councillor Phillips thanked the scrutiny committee for their recommendations and for the time taken to read and comment on this report. She committed to responding in writing and incorporating the recommendations that she feels will enhance and improve this report.

RESOLVED to:

- a) **Adopt the outcomes framework as set out in annex 2.**
- b) **Agree the revised reporting schedule as set out in paragraph 9 (table 2).**
- c) **Note that the measures reflect a combination of pre-existing service measurements and progress measures for the council's strategic priorities and that as such the framework is a 'living document'. Additions and amendments will be appropriate from time-to-time reflecting policy development or contextual changes. In the event of any amendments to the framework they will be clearly identified in a Cabinet report setting out the changes and rationale behind them.**
- d) **Receive and consider any feedback on the outcomes framework from the Performance and Corporate Services Overview and Scrutiny Committee and delegate to the Corporate Director for Customers, Organisational Development and Resources, in consultation with the relevant portfolio holders, the ability to make amendments to the outcomes framework following discussion and feedback.**

- e) **Request officers prepare a 'strategy map' setting out how key thematic and service plans link into the corporate strategy and its priorities, a timeframe during which key policies and strategies will be reviewed, and the identification of new outcome measures resulting from the review.**
- f) **Note the progress to date developing a public performance portal with a planned go-live in the second quarter of the year.**

35/22 WORKFORCE REPORT AND STAFFING DATA - QUARTER 3 - OCTOBER-DECEMBER 2021

(Agenda Item. 10)

Cabinet was asked to note the quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report.

Councillor Glynis Phillips, Cabinet Member for Corporate Services, summarised the report. Covid restrictions were now diminishing and the Council was working towards defining the new normal. The Health & Safety Team were supporting managers to review their risk assessments in line with current guidance.

Work that will inform the approach to agile ways of working will be completed by the end of the month and the next workforce report will include more detail on these developments. Concerns remained about the number of staff experiencing stress, anxiety and depression but there was a comprehensive employee assistance programme and the team continued to advise staff about what support was available.

Councillor Phillips added that the report included the 2021 Gender Pay Gap Report. As at 31 March 2021, the mean hourly rate for men was £17.35 per hour and for women £17.04 - an improvement on the March 2020 figure where the gap was 53p per hour. Although 50% of the senior management team, which includes the extended leadership team, were women, this did not reflect the fact that two thirds of the total workforce were women.

Councillor Miller noted the increase in agency spend which remained a concern. This was driven by labour force pressures particularly in the areas of social workers and Environment & Place. However, Cabinet was enthusiastic about efforts at the strategic workforce level to pursue innovative ways of recruiting and retaining staff.

RESOLVED to note the report.

36/22 COVID 19: OXFORDSHIRE SYSTEM RECOVERY AND RENEWAL FRAMEWORK

(Agenda Item. 11)

Cabinet considered a recovery and renewal framework setting overarching common ambitions for system partners for the issues and themes that will be

worked on together as organisations and the community learn from the pandemic.

The Chair introduced the report which was based on the assumption that the community was coming out of the pandemic – although infection numbers continued to fluctuate. The framework was based on learning from the pandemic, including how voluntary and community groups stepped in to play an important role. It will be shared with the city and district councils and other partners and was aimed at guiding recovery, addressing inequalities that were exacerbated by the pandemic and improving resilience whatever the challenges faced. For example, following the invasion of Ukraine there could be an influx of refugees.

South Oxfordshire and Vale of White Horse Councils had already endorsed the aims of the document but had some concerns about its implementation and how the framework would relate to existing frameworks that operate very well. The Chair invited Cabinet to similarly endorse the aims but allow discussions to continue with partners on the implementation.

Councillor Liz Brighthouse, Deputy Leader, emphasised that much of the report dealt with inequalities in the county. Oxfordshire was one of the wealthiest counties but some in the community did not see the benefits, showing that the so-called ‘trickle-down’ economy did not work.

Councillor Brighthouse stressed the importance of working with the colleges and other organisations who have a lot of money to invest to ensure that they invest it in activities that add social value - for example, investing in local young entrepreneurs. The Council had an important role to play in how the economy worked.

Councillor Calum Miller stated that the framework was attempting to continue the new ways of working and collaborating, that were developed during the pandemic, into business as usual going forward. He paid tribute to the hard work of Council staff and those working for our system partners that helped people throughout the pandemic.

Councillor Miller added that it was clear that many people would face a new emergency with the cost of living increases known to be coming in on 1 April. He was confident that the Council would play its part in helping people through this latest emergency.

The Chair put the recommendations on the understanding that this was a working document and that further discussion will take place with the District and City Councils on the implementation.

RESOLVED to:

- a) **Adopt the Oxfordshire System Recovery and Renewal Framework, as set out in Annex 1, as the key partnership**

document guiding joint programme planning beyond the COVID-19 pandemic period;

- b) Delegate final revisions to Oxfordshire System Recovery and Renewal Framework to the Interim Chief Executive, in consultation with the Leader of the Council, as partnership organisations complete their engagement and decision-making processes;**
- c) Note the summary of utilisation of COVID Programme grants for the immediate COVID response, as set out in Annex 2.**

37/22 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 21)

It was agreed to take the Forward Plan item at this point of the meeting. The Cabinet considered a list of items for the immediately forthcoming meetings of the Cabinet.

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

38/22 OXFORDSHIRE PLAN 2050: STATEMENT OF COMMUNITY INVOLVEMENT

(Agenda Item. 16)

It was agreed to take the Oxfordshire Plan 2050 item at this stage. This report provided an update on the Statement of Community Involvement in response to the recent lifting of coronavirus restrictions. The statement set out how we will consult with people and local organisations in the preparation of this plan.

Councillor Duncan Enright, Cabinet Member for Travel & Development Strategy, stated that the Plan demonstrated how closely the councils worked together to tackle the challenges of climate change and inequalities. Agreeing this Statement of Community Involvement was a relatively procedural part of the process and the big debates on housing and growth were yet to come.

Councillor Calum Miller noted that long-term plans such as this can seem quite remote to people and that Members had a role to play in ensuring that there was good engagement from the community and that people understood how this plan could deeply affect their lives.

RESOLVED to note the revised Statement of Community Involvement.

39/22 EXEMPT ITEM

(Agenda Item. 12)

It was agreed that there was no requirement to exclude the public as there was no request to discuss the information in the exempt Annex.

40/22 HIF1 - AMENDMENTS TO THE GRANT DETERMINATION AGREEMENT

(Agenda Item. 13)

Cabinet was asked to approve of the amendment to the grant determination agreement (GDA) with Homes England and the delegation to officers and to note:

- progress made and changes to the scheme programme; and
- requirement for CPO process to follow GDA changes.

Before considering the report, the Chair had agreed to a number of requests to speak:

Councillor David Ruane, Leader, South Oxfordshire District Council (SODC), stated that he mainly wanted to address paragraph 17 of the report, the 'Do Nothing' Option which he maintained was not really an option. He voted along with the rest of his cabinet to withdraw the Local Plan, knowing full well that this would mean the loss of the HIF funding and the end of this scheme. However, following the intervention of the Secretary of State, South Oxfordshire now had an adopted Local Plan which contained housing sites which were dependent on the delivery of HIF1.

In North East Didcot much of the site had already been built. According to traffic surveys 8,300 people already commuted from the Didcot area to Oxford for work. This road, and in particular the additional bridge over the Thames, was required to meet current need. Arguments will be made that these journeys should be made in a more environmentally friendly way, by bus for example, but even buses needed a clear road to run reliably.

Councillor Ruane added that no Local Plan could withstand the loss of over 8,000 homes from its delivery schedule. In order to maintain housing delivery rates, other sites would have to come forward, sites determined by developers rather than by the council. There were suggestions to 'pause and review' but the timescales on this project were such that to pause was to stop. The suggestion that one can pause and then go back to government with an alternative scheme which they will then finance was not realistic.

District Councillor Emily Smith, Leader, Vale of White Horse District Council, stated that she recognised the difficult situation the Cabinet found itself in with an inherited infrastructure scheme. However, the HIF scheme was deeply entwined with other plans and commitments, including her main concern, the Vale Local Plan and its ability to demonstrate a 5 Year Housing Land Supply.

The Vale corporate plan was focused on climate action, healthy communities and providing homes that local people can afford to rent and buy. It was already hard to achieve these things within the national planning system but without being able to demonstrate a housing land supply, the council would again have its hands tied behind its back.

Councillor Smith was aware that the County Council had successfully secured some flexibility from government on the timeframe for delivery, which will allow the opportunity to rethink the design of the HIF infrastructure to identify ways of reducing the carbon impact and look again at ways to make this infrastructure more accessible for public transport and active travel. She asked Cabinet to accept the officers' recommendations and to redesign the scheme to make it as sustainable as possible.

District Councillor Sam Casey-Rerhaye, SODC, stated that she wished to address this issue in light of the Council administration's principle: 'a resilient local democracy, where decisions are devolved to the lowest possible level and residents are meaningfully involved in the decisions that affect their lives'. With regard to the route options presented for the Thames bridge to A415, in early 2020 and a new single route option was presented for online consultation only during the first strict lockdown in 2020. A key consultee, the Europa school, did not know about it. It was incredible that such a change in a massive road project should have never had a live exhibition.

Councillor Casey-Rerhaye added that the changes in administration in local councils was a result of this out-of-date vision of car-based growth, centrally determined, and its impact on local communities, nature and climate. She asked Cabinet to pause and consult on alternative ways forward.

Katherine Foxhall, Chair of South & Vale Greens, gave examples where decisions had been reversed on road building in Wales, Herefordshire and Greenwich. Locally, the Expressway had been cancelled and the OxCam Arc was being backpedalled. Nationally and globally, the world had changed radically through COVID, ever bleaker warnings about the climate crisis and now the situation in Ukraine which had shown just how dangerous our fossil-fuel addiction was.

This decision might be relatively minor in the grand scheme of this process, but it all counted. At the very least, the HIF1 scheme for Didcot needed to be paused, reviewed and reconceptualised, so that it proudly represented the start of a new, hopeful era for Oxfordshire.

District Councillor Jo Robb, SODC's River Thames Champion, accepted the importance of connectivity for the current and future residents of Didcot but she had concerns about this project in its current form. She had been working hard to stop sewage discharge into the river by Thames Water but nationally one of the most serious sources of river pollution has been road runoff.

This scheme would increase traffic volumes and have a major impact on water quality in the river and on the flood plain. The proposed bridge will increase the impermeable area and impact an area of particularly high amenity. She asked Cabinet to ensure that whatever scheme goes ahead enhances the amenity of the river, its setting, ecology and water quality.

Antonia Jenkinson, representing the Board of Didcot First, which fully supported the entire package of four schemes, which need to be taken together to deliver the integrated travel routes from the A34 through to Culham and beyond. Culham was known in the international nuclear fusion community for its unique facilities, skills and scientific results. The Canadian company – General Fusion - had chosen Culham for their new fusion reactor and in October, the government published its UK fusion strategy reinforcing its commitment and investment into fusion in the UK and setting out the importance of the Culham site.

Future investment was predicated on the key infrastructure improvements which would be delivered by the Housing Infrastructure Fund. The HIF infrastructure underpinned their ability to operate, attract and retain staff and to develop the fusion cluster and ancillary employment that this will bring.

Robin Jones, resident of the area affected, stated that we already emit obscene amounts of greenhouse gas which was inextricably tying us in to a near-certain future of runaway climate chaos unless we change the way we live now, creating ways of living which respected the biological limits of the planet immediately.

We needed re-localisation – meeting our core needs for food, energy and materials locally – and regenerative development which reduces our reliance on scant resources and meets the needs of the present without compromising the ability of future generations to satisfy their needs. A late 20th Century concrete ‘behemoth’ to induce energy inefficient transport was insufficient to the task. He requested a pause and review in order to re-calibrate and re-prioritise.

Nigel Tipple, Chief Executive, Oxfordshire Local Enterprise Partnership (OxLEP), noted that this had been identified as a strategic transport corridor since 2012. It would provide a critical connection between communities and employment at existing and proposed sites. There were opportunities for alternatives to the car such as shuttle buses. Its focus was on connectivity whether by public transport, cycling, walking or vehicle movement.

The sites being connected provided opportunities for about 20,000 new jobs as well as significant national investment in the development of sustainable energy generation. OxLEP’s Board had allocated £14.4m to the Didcot Garden Town scheme and remained very supportive of this infrastructure project.

Greg O’Broin, Chair of Appleford Parish Council and the Neighbouring Parish Council Joint Committee which comprised 5 Parish Councils along the HIF1

route who all oppose it. The scheme was defective and should be withdrawn to allow the new Advisory Group sufficient time to assess alternatives and consult with local communities. He believed that the risks listed in Paragraph 17 of the report were simply scare tactics. His Committee did not believe the HIF1 road was necessary to deliver the needed housing required. The traffic analysis ignored "induced traffic", was based on outdated data and pre-Covid behaviours.

He advocated looking at better use of existing infrastructure and overseas examples for a modal shift to create a vibrant net-zero Oxfordshire with less traffic congestion and pollution. He also invited the Council Leader and the new Cabinet Advisory Group to come to Appleford and meet the Neighbouring Parish Councils.

Rita Atkinson, Sutton Courtenay Parish Councillor, stated that the HIF1 proposal as currently presented will undermine many policies and plans, in particular the Local Transport and Connectivity Plan, and will seriously impact the ability to ensure significant reduction in carbon emissions.

Her Parish Council first submitted a query on the inclusion of a junction between the new road and the B4016, located between Sutton Courtenay and Appleford, in July 2019 which had never been addressed. They were seeking more detail on assumptions, data and information, used in the traffic modelling, that will enable them to make a judgment whether the inclusion of a junction will improve, or worsen traffic flow through Sutton Courtenay. She asked Cabinet to keep in mind the huge impact this proposal will have on the wellbeing of the residents of Sutton Courtenay, Appleford and the wider area.

Councillor Charlie Hicks thanked Cabinet and officers for their incredibly hard work on this project and for the changes and recommendations in this paper - namely, commitments to a Cabinet Advisory Group and to an area-wide transport strategy approach.

He identified five remaining issues: the financial risk of up to £137m; the traffic modelling information on which the whole project was based was unreliable; road building did not solve the problems we want it to; the current road route even with a bus lane went against the administration's policies on climate and transport; and the Council was left wide open to legal challenge on the basis of the current Environment Statement and for not having done a sufficient optioneering process.

Councillor Hicks urged Cabinet to follow the example set by Wales and Herefordshire, to pause and review and re-assess the options.

Councillor Freddie van Mierlo, Chalgrove & Watlington, stated that he wanted to speak specifically to item 17, d. Nowhere was it stated that HIF1 was needed to deliver the Chalgrove airfield development. This administration should not support the construction of an east-west corridor, effectively linking the A34 to the M40 - either by design, as appeared to be referred to in this paper, or by accident.

HIF, if it must go ahead in its current form, needed to be deliberately designed for local use only, and not encourage rat running or drive traffic in an eastward direction across rural South Oxfordshire.

Councillor van Mierlo noted that Chalgrove airfield was home to a company that was facilitating the defence of NATO skies from Russian aggression. He asked officers and cabinet to question whether it was wise, at this time, to suggest we should be building homes, on an active airfield, rather than prioritizing strategic defence assets.

Councillor Richard Webber, Sutton Courtenay & Marcham, stated that he had been initially persuaded of the benefits of the HIF1 scheme but had become steadily more concerned that, even if the scheme as currently proposed were to deliver benefit, all such benefit would have been eroded within 5 to 10 years and that was before induced demand was taken into account.

He had come to the conclusion that it would be better to suffer further pressure in the short term by delaying for a short period while alternative solutions were properly considered - those more in line with current 21st century thinking and with this administration's stated ambitions.

Councillor Webber urged Cabinet to withdraw the application to prevent any further unnecessary and costly work by hard working and hard-pressed Parish Councils.

Councillor Robin Bennett, Berinsfield & Garsington, stated that he had initially been undecided on this scheme and then was persuaded by some of the arguments in favour. However, he was no longer convinced. The Council was going to have to borrow money to part-fund it and that meant funds coming off services for the most vulnerable people.

As a district councillor he had voted in favour of the Housing Infrastructure Fund but did not sign up to this specific type of infrastructure. He believed that Cabinet could open up negotiations on this. He said that he was tired of shepherding projects from the previous administration. He was elected to oppose this project.

Councillor Bennett added that the government had recently said that certain schemes could be reconsidered in the interests of decarbonisation, including if they no longer complied with local policies. Nobody was saying do nothing. He would like to see a report that included more alternative options.

Councillor Ian Middleton stated that this project was at odds with the Fair Deal Alliance aspirations. He asked if they wanted to be remembered for spending £300m on another road whilst saying they want to cut car journeys. He believed that the administration cannot continue to be carried along by the inertia of poor decision making of the previous administration.

The contingency was probably going to be spent due to cost overruns. Infrastructure projects always overrun and costs always spiral. This will essentially stymie other important projects that the administration might want to see happen on its watch.

Councillor Middleton added that the project will create more problems than it could ever fix. There was a need to unlock the housing in the south and so simply not providing the transport infrastructure is not an option but there were other options. Light Rail in particular, which provided the same travel infrastructure in a genuinely sustainable way.

Councillor Sally Povolotsky, Hendreds & Harwell, stated that she was in support of the officers' recommendations but with a word of caution. Firstly, travel patterns between men and women were vastly different, and this modelling needed to be taken into account as well as the Transport Assessments in a post-Covid world. However, modelling was just one part of design and people and place must come first. Her division had been plagued by vast over development. HIF1 had the capability of being an exemplar scheme for the country. She did not see this as a road, but more a pathway to unlocking what was needed locally.

Councillor Povolotsky welcomed the CAG and engagement with all the affected parishes. Rethinking the network, incentivising residents out of cars and into public or personal zero carbon transport was a key to the success of HIF1. This was a chance to provide a streamlined route that was not focused on cars by design.

The risks of HIF1 underspend and timeline creep would come from the reliance we have on agency staff and the fragility of that dependability. She hoped that the Major Infrastructure team would get the resources needed. She asked Cabinet to vote in favour of the recommendations and prioritise the CAG urgently and Parish / Resident engagement.

Councillor Duncan Enright, Cabinet Member for Travel & Development Strategy, thanked all the contributors to the debate and responded to a number of points made:

- Agreed that residents should be involved in the design of infrastructure
- Must find a way of improving this scheme to meet our priorities
- Designers were working on ways to ensure no run-off into waterways
- The high-tech firms in places such as Culham will be important partners in ensuring a modal shift in travel
- Providing more goods and services locally will be an important part of reducing fossil fuel use
- The CAG will be happy to receive the input of Parish Councils
- He was very aware of the financial risk in this scheme

- Infrastructure development must be public transport and active transport led
- This was a route for local use and will not form part of an east-west corridor
- There was no need to pause the project because they can do something better now
- This was not a case of bringing in a scheme from the previous administration – it will be completely rewritten
- Light rail was not an option in terms of finances, timescale or the powers of this Council.
- The existing infrastructure around Didcot was completely inadequate for today's demands and the coming developments
- Investment would be lost to the area if the infrastructure plans do not progress

He concluded by adding that it was up to the Council to make this an exemplar scheme providing for public transport and active travel and avoiding any induced traffic. He urged Cabinet to approve the scheme with the conditions included in the amended recommendations.

Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery & Environment, stated that the primary problem was the "Growth Deal" and the related South Oxfordshire Local Plan brought in by previous administrations at district and county level. Failure to deliver some form of connectivity in the HIF-1 area may well cause an extreme collapse in Housing Land Supply. Wallingford, Wheatley and Watlington would then be in the sights of unscrupulous developers and greedy landowners.

He was disappointed in the report's narrow focus on a road with the potential for different lines to be painted on it. He thanked Councillors Enright and Miller for reworking and greatly strengthening the recommendations with the negotiating points around financial de-risking and freedom to amend the design to reduce car use.

Councillor Sudbury wanted Members and officers to ask "what would we do?", rapidly examining all of the options at high level. He also believed that the very significant criticisms of the environmental statement needed to be addressed. This transport corridor should be used to close down current through routes, holding total traffic capacity down and improving residents' lives whilst smoothing traffic flow.

Councillor Tim Bearder, Cabinet Member for Highway Management, stated that he was astonished at the number and scale of poor decisions the previous administration had made. He believed that this project was one of the worst of them. Not only did it fly in the face of our climate aspirations, it committed this council to building a £300m network of major roads at full risk to the council.

The new Local Transport and Connectivity Plan, which was currently out for consultation, had a target by 2030, four years after we cut the ribbon on this massive £300m road network, to replace or remove 1 out of every 4 current car trips in Oxfordshire. These were simply incompatible and unless that number could be operationalised before this scheme was given the go-ahead we should adopt the precautionary principle and start again.

The previous administration signed off on this scheme believing Government and local developers were going to pay for the whole thing. The contract was so poorly written that the Council was now liable for any cost overrun. It was already 26% over budget and that was before a spade had even hit the ground.

We have so far been told by Government that we will carry the full risk for any further overruns and that it had to be completed by 2026. If we overrun the costs rocket to something like £137m! The annual cost of borrowing just £29.9m outlined in this paper over 25 years was £1.8m each year. That was money that would have to be taken out of other critical services.

Councillor Bearder noted that the whole list of points in paragraph 17 only applied if you were suggesting doing nothing. He was suggesting doing something different - in line with National and OCC policies and also likely to be cheaper. He wanted a sustainable alternative to a £300m network of major roads. He supported the amended recommendation to go back to the Treasury and ask them to allow us to pause and rethink the project to create an alternative that helps them, us and the environment.

Councillor Calum Miller, Cabinet Member for Finance, emphasised that it was important to get agreement from Homes England that there was flexibility to take the time to re-design infrastructure to reduce carbon impact and car dependency in line with this administration's priorities and current government policy.

He highlighted the fact that the Council will be undertaking up to £30m of prudential borrowing to support costs of the scheme and the very tight timeline involved, noting that any overrun might leave the Council unable to take up the full £240m of funding from Homes England. In light of that, there was a crucial need to retain and recruit officers to ensure that the work was completed within the timeline.

The Chair thanked all contributors to the discussion. She cautioned about saying too much about any light rail option as this Council did not have the

authority to say that it wanted light rail. It was clear there was general agreement that nobody wanted a car-based scheme. The amendments to the recommendations would provide an opportunity to revise this scheme in line with the priorities of the new administration and they will seek to make the necessary changes. She stated that Cabinet would not sign this agreement unless there were assurances that the Council will not end up with a half-completed road and massive debt.

The Chair put the amended recommendations and they were agreed,

RESOLVED to

- a) **Authorise the Corporate Director Environment and Place, in consultation with the Director of Law & Governance, Director of Finance, Cabinet Member for Travel and Development Strategy and Cabinet Member for Finance to negotiate an amended Grant Determination Agreement (GDA) with Homes England. The amended GDA will need to include:**
 - **an extension to the availability period to 31st March 2026 and assurance that risks to the delivery timeframe caused by exceptional circumstances outside the Council's direct control will be mitigated**
 - **confirmation of an increase in funding to £239,816,437**
 - **confirmation that the Council has flexibility, subject to timescale and costs, to design and deliver infrastructure that will reduce the carbon impact and reduce the need to travel by car**
- b) **The draft of any amended GDA should be presented to Cabinet for consideration and potential approval.**
- c) **Establish a Cabinet Advisory Group (CAG) to oversee the detailed design and development of HIF1.**
- d) **Instruct officers immediately to commence the development of designs for the scheme consistent with this Council's strategic priorities.**
- e) **Authorise the development of a new Didcot area transport strategy and masterplan to meet the corporate priorities and agree to provide appropriate resources to support the development of the plan.**

41/22 EXEMPT ITEM

(Agenda Item. 14)

It was agreed that there was no requirement to exclude the public as there was no request to discuss the information in the exempt Annex.

42/22 LAND AT STRATFIELD BRAKE, KIDLINGTON - PROPOSAL FROM OXFORD UNITED FOOTBALL CLUB TO OXFORDSHIRE COUNTY COUNCIL AS LANDOWNER

(Agenda Item. 15)

Cabinet received a report on the public engagement exercise it agreed at the January Cabinet meeting and considered recommendations on how to proceed.

The Chair had agreed to requests from a number of speakers:

Niall McWilliams, Managing Director, Oxford United FC, stated that this opportunity was not just about football, it was much wider than that. It was about providing international class community facilities for the Kidlington area and our county; not just for sport but for music, theatre, drama and education.

Oxford United has been at the heart of the Oxfordshire community for over 127 years - it was arguably our most important community asset. Its custodians wanted to see it thrive for centuries to come. A new stadium under the control of the club and not a third party, will allow this to happen.

The current licence agreement expires in 2026. There was no possibility to purchase the current stadium nor extend the licence agreement post 2026. The club had explored other land options but no other viable alternative sites were available to them.

Niall McWilliams addressed some of the concerns:

- A Green barrier between Oxford and Kidlington will not only be maintained but enhanced
- The stadium can be built to net zero carbon principles, with excellent public transport links
- The club will endeavour to work with all local stakeholders to ensure a sympathetic design

He hoped members would decide to take this important step forward to enable the club to protect the livelihoods of all of those associated with Oxford United - an institution that belonged to the people of Oxfordshire.

Paul Peros, Chairman of the independent supporters' trust OxVox, stated that the club now had owners with the vision, resources and experience to develop, not only a home for the club, but a hub for the whole county. The

club planned to provide up to 15% positive net carbon gain by partnering with progressive local companies to pioneer the latest green technologies.

He noted that 80% of those who took part in the survey supported leasing the land to Oxford United and OxVox had provided a petition of support signed by well over 5,000 locals. Every local sports club connected to Stratfield Brake actively supports this project and their members alone number in the thousands.

Paul Peros added that the local community deserved the chance to see detailed plans of a project that would provide infrastructure, jobs and vitality to the area. A community hub that would not only free up brownfield space elsewhere in the county for much needed housing, but form part of a strengthened green belt around Kidlington. The club must be allowed to commit its vision and promises to public scrutiny so that informed decisions can be made.

David Hipkiss, Chair of Gosford All Blacks RFC, outlined their support in principle for the relocation of Oxford United to Stratfield Brake. This was based on the core assumption that they will see the replacement and significant enhancement of the facilities they currently enjoyed to allow them to widen community participation.

The rugby club had over 500 players across all ages and genders and provided volunteer-led outreach programs in local primary and secondary schools. The vast majority of members were from the OX5 postcode area and surrounding villages. With the planned housing development, it was not unreasonable to expect that GAB needed to plan to double its rugby provision by 2030 and this cannot be achieved at Stratfield Brake as currently provided.

The rugby club was delighted with United's offer to pay for both the establishment of new and enhanced facilities and their expert long-term maintenance. It was their opinion that the proposed relocation was an opportunity that should not be missed and one which could yield huge long term multiple benefits for all local stakeholders.

City Councillor Liz Wade stated that this proposal had caused more concern for residents in Wolvercote Ward than any other issue in the last 3 years. If this stadium, hotel, conference centre and other facilities were built, there will be a hole in the Green Belt which can never be repaired.

Currently there was the possibility of the green spaces of Stratfield Brake being sandwiched between vast housing estates and a golf course open only to members.

Councillor Wade noted that the Oxfordshire Plan 2050 provided an opportunity this summer to assess Oxfordshire's overall Green Belt strategy. It would make sense for the County's initial decision on Stratfield Brake to await the outcome of the review.

Suzanne McIvor, secretary of the Harbord Road Area Residents' Association, stated that the engagement exercise for Stratfield Brake had come out of the blue and did not allow enough time for local groups to gather information, summarise and distribute locally. She had tried to get the 4-week period extended.

Oxford United already had established lines of communication with a large number of supporters. Local groups had to start from scratch, with very few resources and other important consultations going on at the same time. She said that the reality was that out of the 3,740 who responded, 80% were football club supporters. The clear majority of local residents who responded were opposed to the proposal.

Suzanne McIvor believed that the report was heavily biased in favour of the proposal. There was no acknowledgement that the local plan had already defined new Green Belt boundaries which were supposed to be long term. There had undoubtedly been undue haste. She did not think that the Council had really thought this through. She urged Cabinet to vote against this proposal.

Councillor Nigel Simpson, Kirtlington and Kidlington North, described what Oxford United Football Club and football in general meant to him. Over the years of supporting them he had experienced a rollercoaster of emotional highs and lows. He said that the modern-day football experience was a real family affair.

With regards to the proposal, football will only be a small percentage of the actual use of the site. It will provide a much-needed community hub and updated facilities for the residents of Kidlington. These can be incorporated within the stadium footprint under the stands to fully maximise every inch of space and reduce over-development of the site.

Councillor Simpson added that for too many years Kidlington had lacked any significant investment in important areas, schools, sports, health facilities and leisure. This proposal will provide exciting new hubs for local football, rugby and cricket at no cost to the public purse. The Woodland Trust Nature Reserve, neighbouring the site, was protected from any development plans but there was an opportunity to improve the access for local residents including the many dog walkers that use the site on a daily basis.

From his discussions with local residents there were 3 main concerns: parking, traffic and loss of green space. He said that he will be paying close attention should this get approved to see what plans were put forward to alleviate these concerns. It would be important to undertake a matchday parking enforcement plan for the whole of Kidlington to prevent unacceptable parking when a game was taking place.

Councillor Andrew Gant, Wolvercote & Summertown, stated that Cabinet needed to be clear what it was deciding and should use its position to safeguard the administration's principles in this project. For example, active

travel should be central and could be encouraged through ticketing initiatives.

There were commitments to improving access to nature. He and local residents will hold the Council to those. There needed to be a commitment to active travel in the wider area compatible with LTN 1/20 and Vision Zero. This had not happened with other developments in the area. There was an opportunity now to join them up.

Councillor Gant added that the views of the planning authority, Cherwell District Council, on a range of critical issues were unknown. The County Council needed to make its position clear that there should be minimal loss of green space with a minimum net gain of 10% for biodiversity and buildings should be constructed to net-zero or better. He asked that, if Cabinet decided to go ahead with this, they take full account of the concerns of local residents going forward.

Councillor Liam Walker, Hanborough & Minster Lovell, said that he spoke as someone who was in favour of the plans and someone who was excited to see the future of football in Oxfordshire continue. The site at Kidlington really did tick all the boxes for building not just as a sustainable stadium and sports complex but also ensuring a sustainable future and long-term home for Oxford United.

The new proposed site was a stone's throw from the well-connected Oxford Parkway station along with two Park & Ride sites with regular bus services connected to Oxford and beyond. With less parking spaces being made available at the new site, fans would be encouraged to make the switch to public transport to get to match days at Stratfield Brake.

Councillor Walker accepted that there were a lot of concerns from local residents and said it was absolutely vital these were addressed as part of that planning process. He applauded the Cabinet for running a consultation on this process which he said highlighted an overwhelming support from fans right across Oxfordshire. The future of Oxford United and sport in Oxfordshire was at stake, and he urged the Cabinet to support the recommendation and work closely with club and Cherwell District Council to develop the plans for the site.

Councillor Ian Middleton, Kidlington South, represented the area that Stratfield Brake was located within. While he was grateful for the public engagement exercise, he felt it was rushed and the aims were unclear. There had been misleading claims in the press and suggestions in the Cabinet report that there was strong local support for these proposals. That was simply not true.

By far the biggest issue was the fact that this site was in one of the last remaining vestiges of green belt in the area. The removal of green belt protection was a long process that can take many years. If OUFC have only four years to get this done, then he thought they were already out of time. There were supposed advantages being claimed for local sports provision

which had garnered some support from local clubs but much of that was already going to be provided for by developers' contributions.

Councillor Middleton added that if Mr Kassam was keen to redevelop the site of the current stadium, surely a deal could be done with the new even wealthier owners of the club. If that site were redeveloped, there would be far more scope for biodiversity enhancement of a brownfield site than on one that already has green spaces and wildlife habitats. The Cowley branch line extension would give the same advantages to the existing site along with the same sustainable transport proposals suggested here.

As the local Member, he will expect to be kept informed and involved in any talks with the club if they go ahead. He would also like to see further significant engagement with local residents. The Council's responsibility must be to local residents first.

Councillor Charlie Hicks, Cowley, stated that he was supportive of the recommendations in the paper but wanted to make a few points. It was clear that there should be continued high involvement of local people throughout this process. The Council should also listen to the voices of grassroots football and rugby across the city and county.

It was important to ensure there was as much money as possible invested into active travel routes in the surrounding area and to resist any calls to increase car road capacity as part of any transport improvements. Fans who lived around Littlemore and Blackbird Leys and in East Oxford more generally must be able to get to the new stadium sustainably. He advocated a renewed focus on the Cowley Branch Line, looking at options for faster delivery of this passenger route and additional financing options such as land value uplift.

Councillor Calum Miller, Cabinet Member for Finance, stated that he was glad to have taken the time to hear more from those affected by the proposal before considering how to proceed. He thanked the speakers and noted that their views reflected the diversity of opinion about the proposal that was captured in the engagement exercise. He emphasised that the exercise was one input but not a single determinant of the Cabinet's approach.

The supporters of Oxford United were desperate for a new stadium and in the public engagement 80% of them favoured the start of negotiations. Building such a significant new venue – especially if it were to include many ancillary buildings – was a major concern to local residents and 62% of them opposed negotiations or were unsure about them.

However, there was broad support for the six principles proposed and Councillor Miller believed that they should be more specific in the environmental goals. The Woodland Trust had suggested amendments which he proposed to adopt in the recommendations.

He supported the recommendation from officers that they should start more detailed discussions including the scale of the proposals, the support to local sports clubs, access to the site, parking proposals, biodiversity gain and the enhancement of the surrounding natural environment.

He believed it was important that the County engaged directly with the City Council and seek to establish what steps they have taken to support the club in remaining at the Kassam. Also they should seek further detail from the club on the other sites they have explored and why these were not suitable.

Councillor Miller emphasised that the County Council does not have the power to agree to a lease. The agreement of current tenants, Cherwell District Council and their sub-tenants the parish councils, was also needed. He proposed that OUFC and CDC open a process akin to a pre-application process in which they can start to explore CDC's views about any proposal in the Green Belt.

The Council was not at a point to start formal negotiations with OUFC. However, many of the key stakeholders had questions about the detail of the plans that should now be explored. As the proposers of the scheme, it was on OUFC to provide answers and he welcomed their commitment to doing so.

Other Cabinet Members noted the arguments in favour and against and made the following additional points:

- The Council was well positioned to be a critical friend in the process.
- The idea of zero carbon buildings had come from the engagement process showing how the club was responding to feedback.
- There had always been skepticism about the Kassam stadium whereas these proposals were realistic.
- Many local residents cannot see the benefits and the club needed to respond to that.
- Cherwell District Council as the planning authority and tenant needed to give its views on the matter to ensure the process was as transparent as possible.

The Chair emphasised that the Council was not proposing to enter negotiations at this stage but to continue the discussion. She put the recommendations with the amendments to 2 a) I. and 2 a) II. proposed by Councillor Miller. This was agreed.

1. **RESOLVED to**

- (a) Authorise Officers to enter into detailed discussions as requested by Oxford United Football Club (OUFC) on the use of Oxfordshire County Council (OCC) owned land for the development of a new football stadium, subject to approval of detailed plans and undertakings and to planning permission.

- (b) Instruct Officers to ensure that any In Principle Agreement resulting from discussions with OUFC satisfies the objectives set out in (2a) below.
- (c) Authorise Officers to explore lease surrender discussions with OCC's current tenants, and where appropriate with sub-tenants, subject to planning permission.
- (d) Instruct Officers to maintain open dialogue with stakeholders with interests in the project, in particular Cherwell District Council (CDC), the relevant Parish Councils, the community sports clubs who make use of Stratfield Brake, the Woodland Trust and neighbouring landowners.
- (e) Instruct officers to provide regular updates on progress to the Cabinet Member for Property and, as appropriate, Cabinet as a whole.
- (f) Require Officers to bring back to Cabinet for further discussion any detailed proposals that are made, and to bring to Cabinet for decision any In Principle Agreement that may be reached in due course.

2. **RESOLVED that:**

- a) Officers ensure that any proposal by OUFC is consistent with the Oxfordshire Fair Deal Alliance's priorities, by achieving the following objectives for the use of the OCC's land:
 - I. maintain a green barrier between Oxford and Kidlington and protecting and enhancing the surrounding environment including biodiversity, connecting habitats and supporting nature recovery
 - II. improve public access to high-quality nature and green spaces
 - III. enhance facilities for local sports groups and on-going financial support
 - IV. significantly improve the infrastructure connectivity in this location, improving public transport to reduce the need for car travel in so far as possible, and to improve sustainable transport through increased walking, cycling and rail use
 - V. develop local employment opportunities in Oxfordshire
 - VI. increase education and innovation through the provision of a sports centre of excellence and facilities linked to elite sport, community sport, health and wellbeing

- VII. support the County Council's net zero carbon emissions pledge through highly sustainable development
- b) Officers pursue detailed discussions with a view to agreeing terms that achieve community benefit, meet OCC's aspirations, retain OCC's reasonable long-term control over the size and scale of OUFC's proposed scheme, and comply with S.123 of the Local Government Act 1972 (and any other applicable legal requirements).
 - c) Officers continue to explore any opportunities with neighbouring landowners that might enhance the delivery of a community sports hub at Stratfield Brake in line with OUFC's commitment to replace and enhance the existing sports facilities and to develop sustainable operation models with the community clubs to protect their long-term future, prior to the commencement of any new stadium related development.
 - d) Officers to return to Cabinet if further detailed proposals are made by OUFC and, in due course, if an In Principle Agreement with OUFC is reached, so that financial and lease terms can be discussed at a Special Cabinet Meeting.

43/22 OXFORDSHIRE S75 NHS ACT POOLED COMMISSIONING BUDGET

(Agenda Item. 17)

Cabinet was asked to agree an extension to the s75 NHS Act 2006 agreement between Oxfordshire Clinical Commissioning Group (OCCG) and the Council to pool health and social care commissioning budgets, as the latest agreement was to expire on 31 March 2022.

Councillor Jenny Hannaby, Cabinet Member for Adult Social Care, introduced the report and thanked its author, Ian Bottomley, for an excellent report. There has been an agreement in place to pool health and social care budgets since 2013. In 2020/21 the partners developed the Health, Education and Social Care Integrated Commissioning Team.

A joint commissioning executive was put in place in March 2021 to provide strategic direction and accountability and includes senior executives from OCC and OCCG. The partnership had worked well and Councillor Hannaby had every confidence that it would continue to do so. She noted that none of the pooled budgets may be spent without all of the partners' agreement. She put the recommendations to Cabinet.

RESOLVED to:

- a) **Approve the agreement of a s75 NHS Act 2006 pooled commissioning budget with Oxfordshire Clinical Commissioning Group from 1 April 2022.**

- b) **Approve a single, fully integrated Pool Budget and Risk Share for Live Well and Age Well services**
- c) **Delegate to the Interim Corporate Director of Adult Services in consultation with the Director of Finance (Section 151 Officer) to finalise and sign the agreement**

44/22 COMMUNITY RISK MANAGEMENT PLAN (CRMP) 2022-26 - PUBLIC RELEASE

(Agenda Item. 18)

Cabinet had before it a new Strategic Community Risk Management Plan to cover the period from April 2022 to March 2026. Cabinet was asked to approve it for public release.

The Chair introduced the report in the absence of Councillor Neil Fawcett who was attending a Local Government Association conference on Fire & Rescue. She noted that there had been a 12 week consultation period on the Plan and feedback from that had been included.

As there were no questions on the report, the Chair put the recommendations which were agreed.

RESOLVED to approve the CRMP 2022-26 for public release.

45/22 WEST OXFORDSHIRE CIVIL PARKING ENFORCEMENT

(Agenda Item. 19)

Cabinet considered a proposal to terminate the s101 Agency Agreement in respect of the management of highway parking enforcement within the district of West Oxfordshire.

The Chair had agreed to hear a number of speakers before discussing the proposal:

Councillor Andrew Coles, Witney South & Central, was unable to attend but had sent some comments that Councillor Duncan Enright read out. Staff of West Oxfordshire District Council had not been able to provide the necessary cover particularly at weekends and evenings. As a bus driver in the area Councillor Coles was very aware of the problems illegal parking caused. He noted that there was general agreement that there should be no charge for on-street or off-street parking in Witney unless there was widespread support for it from businesses and the general community.

Councillor Andy Graham, Woodstock, welcomed the termination of the agreement which would end confusion in the district over who was responsible for on-street parking. It will mean that any proposal for permits or charges will be consulted upon in its own right. It will ensure that West Oxfordshire District Council can retain free parking in its car parks.

The report noted that there was a plan for Woodstock about to be consulted upon. The town had suffered from a lack of enforcement and the previous administration had ignored the problem. He noted that the proposal was cost-neutral and he thanked officers and Councillor Bearder for their work in partnership with the local community.

Councillor Tim Bearder, Cabinet Member for Highway Management, introduced the report. He stated that the proposal would bring West Oxfordshire into line with the rest of the county so that there was greater clarity and consistency. There would also be improved economies of scale and greater efficiency.

Councillor Bearder confirmed that off-street parking would still be under the control of the district council and that on-street measures would only be considered where there was a community demand for them.

Councillor Enright noted that there was relatively little on-street parking in towns like Witney but a lot of parking infringement. He emphasised that there was no blame associated with WODC enforcement officers – the problem was with the management of enforcement.

The Chair welcomed the proposals and put the recommendations which were agreed.

RESOLVED to approve notice being given to West Oxfordshire District Council to terminate the s101 Agency Agreement in respect of the management of highway parking enforcement within the district of West Oxfordshire.

46/22 WATER RESOURCES - REGIONAL PLAN CONSULTATION RESPONSE

(Agenda Item. 20)

Cabinet's agreement was sought for the content of a response to the consultation draft Water Resources South East (WRSE) Regional Plan.

Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery & Environment, thanked Lynette Hughes for her work on the report and Derek Stork, Chair of GARD (Group Against Reservoir Development), for sense-checking the arguments, though the arguments were those of the Cabinet Member.

He criticised the plan as being developed behind closed doors by WRSE, lacking any independent or democratic scrutiny. Examining the evidence, the underlying assumptions included a level of population increase that would require the entire growth in England's population to 2060 to occur in the South-East.

Councillor Sudbury believed that the customers will pick up the bill. There had been no democratic oversight to protect the bill-payer. He noted that the

Consultation stated that those schemes in the first 15 years were required across all future scenarios. That was absolute predetermination. There was no consultation on the Abingdon reservoir, not long ago rejected after a public inquiry.

Looking at the other options - fixing leaks, recycling and transfers of water from less water-stressed regions - they accounted for nearly 3000MI while reservoirs accounted for 332MI. At least one of the alternatives, Severn-to-Thames transfer, could deliver 5 years earlier than the reservoir.

Councillor Sudbury added that Thames Water wanted to do almost nothing with recycling and spend £1.4 Bn on a reservoir instead. He believed that would be an abuse of monopoly power and a misuse of the public's money. The RAPID process, informed by WRSE, was irremediably flawed and highly likely to come out with an answer that was not in the interests of local people or the citizens of the Thames Valley.

The Chair agreed to a request to speak from Councillor Sally Povolotsky.

Councillor Povolotsky, Hendreds & Harwell, stated that the way of life of communities in her area was under huge threat by the privatised water companies putting profits before people. She listed questions being asked by residents:

- Why tell GARD, OCC and the Regulators that flooding studies are immature and will be completed later, while telling local developers that extensive studies have been done and flooding is not an issue?
- After 20 years of planning, do they really have no diagrams of what this reservoir will look like from the local area?
- Given their inability to even fix leaks, how do we trust them with building a reservoir safely?
- Given how much sewage was repeatedly discharged from waterworks around Oxford, much of this will end up extracted and in the reservoir. How will this be treated to make the water safe?

Councillor Povolotsky concluded by saying that none of these questions had been answered and the reservoir must be stopped. She thanked officers for their work on the excellent response.

The Chair put the recommendations and they were agreed.

RESOLVED to:

- a) **Consider the content of a response to the consultation on the emerging Water Resources South East regional plan - the draft is Annex 1 to this report.**
- b) **Delegate the final written response to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Climate Change Delivery and Environment.**

.....in the Chair

Date of signing

CABINET – 15 MARCH 2022

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

| Questions | Cabinet Member |
|---|---|
| <p>1. COUNCILLOR MICHAEL O’CONNOR</p> <p>In light of the recent fatal crash at The Plain, could the Cabinet member let us know what they are doing to make meaningful change? This is the second cycle death in Oxford as a whole this year. The Plain was ranked the second most dangerous intersection in the UK in 2017 and hasn’t improved much since. Indeed, there were more serious accidents 2015-19 than 2009-15 – 55 to be precise according to Crash Map–despite re-designs and tweaks. I know that a lot of people felt anxious about cycling on The Plain. Even more feel this way now.</p> | <p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Thank you for this question and I want to put on record that I share your frustration and the pain of the wider community that we keep reading about the deaths of vulnerable road users on our roads.</p> <p>I understand that Cyclox are very keen that the County adopts Vision Zero.</p> <p>Transport for London have already adopted this policy structure and in doing so have joined an increasing number of major cities around the world who are taking a stand to end the toll of deaths and injury seen on their roads. They have committed to eliminating all deaths and serious injuries on their transport network by 2041 and we must do the same and probably sooner.</p> <p>We have the Local Transport and Connectivity Plan out for consultation now and I would personally like to see Vision Zero adopted for Oxfordshire in that policy framework.</p> |

| Questions | Cabinet Member |
|---|---|
| | <p>But I also understand that there is a strong consensus that we need to take some immediate actions and the County's Cycle Champion, Cllr Gant, has led the way on this with the Corporate Director of Environment and Place, Bill Cotton. Together they have instigated two site visits to the Plain and Oxford Parkway to be held in the next couple of weeks where we will examine again, with our Highway Officers and Cyclox representatives what can be done.</p> <p>I think we need to accept and tolerate the fact that safety measures might slow down and or possibly restrict other modes of transport, but we must believe that fundamentally it is neither inevitable nor acceptable that anyone should be killed or seriously injured when travelling in Oxford. All our residents should be able to leave their homes each day feeling safe and confident about the journey ahead.</p> <p>Oxfordshire's Fair Deal alliance will prioritise that above trip numbers, flow rates or any other metric that might otherwise determine a 'successful' road.</p> |
| <p>2. COUNCILLOR IAN MIDDLETON</p> <p>A recent consultation in my Division on the redesign of the A44 between Cassington and the Loop Farm Roundabout appears to be flawed and incomplete.</p> | <p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>We will investigate the issues you have raised and provide you with an explanation as soon as possible.</p> |

| Questions | Cabinet Member |
|--|----------------|
| <p>The project includes the provision of a bus lane as part of a proposed 'rapid transit system' that was a fundamental element of the Cherwell local plan partial review. However, restrictions at two 'pinch points' along the route - a canal bridge and a railway bridge – brought the viability of these proposals into question.</p> <p>Briefings prior to the consultation included proposals to deal with these problems by means of a bus gate on at least one of these bridges, but these are not shown on the plans attached to the public consultation, nor are they mentioned in the description.</p> <p>This would seem to be a fundamental omission. If these bus gates are to be included in the design, respondents to the consultation should have had the opportunity to comment on them. I have asked officers why the bus gates we omitted but have been unable to get a clear answer.</p> <p>As the consultation has now closed, can the cabinet member please undertake to investigate this matter and revert to me with an explanation as soon as possible, preferably before any works connected with this consultation are programmed?</p> | |

CABINET – 26 APRIL 2022

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

| Questions | Cabinet Member |
|--|---|
| <p>1. COUNCILLOR FREDDIE VAN MIERLO</p> <p>In reply to a question at the last Cabinet meeting you told me that "There will be no East West corridor. This scheme [HIF1] will form no part of a through route for strategic travel. This is a route for local use not a through route as you so rightly say and we have the powers and the flexibility to be able to make that the case and to make that irrevocably the case."</p> <p>We know that National Highways are working on a solution to reduce the traffic on the A34 and we know that one of their previous plans to do this was to build an East West corridor between the A34 and the M40 south of Abingdon. If they should propose this again, could you outline what powers we have to make sure this is irrevocably not the case?</p> | <p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> |
| <p>2. COUNCILLOR FREDDIE VAN MIERLO</p> <p>The paper published for Cabinet March 15th 2022, Didcot Garden Town Housing Infrastructure Fund (HIF1), stated without HIF1 a lack of infrastructure may impact strategic development sites, including Chalgrove Airfield. Notwithstanding that SODC's Local Plan explicitly states</p> | <p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> |

| Questions | Cabinet Member |
|--|---|
| <p>that it is not reliant on the site within the first 5 years, and no building is anticipated until 2025/6 at the very earliest, the airfield development has never been named in HIF1 applications. Will the Cabinet member correct the record that Chalgrove Airfield is not a reason to deliver the HIF1 project? Can you also report back as to why this development was referred to in the paper?</p> | |
| <p>3. COUNCILLOR DAVID BARTHOLOMEW</p> <p>I am advised that the council is to spend £5000 per annum on a councillor aid system called 'Caseworker'. That amounts to £15,000 between now and the end of your administration in 2025. The Conservative Group has already declared it has no use for this system, and only 12 councillors across all parties have indicated interest. Why are you unnecessarily spending so much council-taxpayer money on this indulgence wanted by less than 20% of councillors?</p> | <p>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</p> |

Divisions Affected - All

CABINET - 26 APRIL 2022

Tree Policy

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. The Cabinet is **RECOMMENDED** to:

- a) Approve the updated Tree Policy as at ANNEX 1;
- b) Approve the inclusion of related matters into the Street Design Guidance;
- c) Support the additional information provided as 'Application of Tree Policy Guidance' as set out at ANNEX 2.

Executive Summary

2. This new Tree Policy puts the emphasis on 'Presumption in favour of trees' to maximise canopy cover opportunities and address the Climate Emergency across the Oxfordshire Landscape and Streetscape.
3. For most of the last 30 years, Oxfordshire County Council have focused on maintaining existing trees on a reactive basis managing down the cost impact and potential risks trees bring. Therefore, there have been unambitious policies and minimal investment, overall, in the County Council's tree-scape, which includes Highways, Public Rights of Way, Schools, Estates, Facilities and other land holdings where the County Council have a responsibility for trees. The most significant omission has been tree planting.
4. Trees provide a multitude of amenity, societal, health and wellbeing benefits. They take a significant time to establish and with the realisation of the Climate Emergency that was declared in 2019, rapid action to address the need for increasing canopy cover and provide proactive tree care for the County Council's treescape is now essential for the long-term benefit of existing residents and future generations of Oxfordshire.
5. The new 'Tree Policy for Oxfordshire' (Annex 1) outlines a clear priority change to a 'presumption in favour of trees' to directly enhance and improve the landscape and streetscapes of Oxfordshire. The new Tree Policy for Oxfordshire has been

created and framed in a clear and concise document to enable the County Council's vision and ambition to be easily shared, understood and implemented.

6. Additional investment by the County would be required to fulfil the commitments within the new Policy although not all financial commitments would necessarily be required immediately or be directly funded by the county council. The Policy outlines:
 - succession by replacement tree planting at a ratio of two trees for every tree removed across all County Council tree assets;
 - opportunities for new tree planting within the County Council's responsibilities;
 - influencing the need for increasing canopy cover both internally and outside of the County Council's responsibilities;
 - implementing proactive tree care to all areas of the County Council to prolong the future life expectancy of established trees.
7. The new Policy is proposed to be the leading document for all considerations of design in relation to trees and to that end, there are revisions required to recently published guidance documents, such as the 'Street Design Guide', to align with the new Policy.
8. To complement the new Policy, a 'Tree Policy Application Guidance' document has been produced to expand on the specific policy statements and outline additional informatives for Policy application. The purpose of the guidance document is to ensure context statements and appropriate guidance can be utilised by internal and external departments and stakeholders without detracting from the clear statements contained within the Tree Policy. The Cabinet is requested to support adoption of this document (Annex 2).

Context

9. Trees provide significant climate benefits and contribute to the amenity and landscape of Oxfordshire. The main climate benefits are:
 - Carbon sequestration;
 - Reducing urban temperatures (Urban Heat Island Effect);
 - Flood prevention;
 - Pollutant interception;
 - Wind speed reduction.
10. Trees play an important role in creating a welcoming, healthy and recognisable environment via place-shaping. Some of the key place benefits are:
 - History of an area;
 - Identifiable features;
 - Increased property value;
 - Improve air quality;
 - Seasonal change;
 - Improved mental health and wellbeing;
 - Crime reduction.

11. Whilst the County Council has an existing tree policy, it does not fulfil the ambition and priorities of the Fair Deal Alliance. The existing policy was maintenance and management focussed, mainly related to Highway trees. The new document is broader in scope as well as being much firmer with its policy and bolder in requirements and long-term ambition.
12. The main aims of the new policy are:
- a) To protect and maintain the trees across Oxfordshire and in particular, trees for which the County Council are directly responsible.
 - b) Set the platform to increase canopy cover across Oxfordshire and specifically for areas the County Council are directly responsible for (Highway, Public Rights of Way (PRoW), Schools, Estates & Property) by increasing the number of trees to address the current and future climate adaptation and environmental needs.
 - c) Ensure that existing trees and the potential space for new tree planting are considered front and foremost in streetscape designs and take appropriate priority against other infrastructure needs.
 - d) Increase the diversity of tree species to deliver climate adaptation.
 - e) Support and enable local communities to identify and act on the potential for increasing canopy cover within the existing streetscape.
13. The scope, scale, and business case for direct investment by the County Council into a tree planting programme will be considered outside of this policy decision and will be prepared as a second step to this ambition. This work will be undertaken in preparation for key consideration as part of the 2023/24 annual budget setting process to identify potential opportunities along with the capital and revenue funding implications.

Policies and Priorities

14. The Tree Policy for Oxfordshire supports the commitments set out by the 'A Fair Deal for Oxfordshire' document. The proposed Policy has the ability to support and aid delivery of all nine commitments in the Fair Deal, but the main one, and driver for a change in policy, is to support the first commitment - Climate Action.
15. The emerging 'Local Transport and Connectivity Plan', which was out for public consultation until mid-March 2022, outlines key areas where improvements and investment are required to address a variety of considerations. Key promoted policies and ambition within this plan that are complemented by the proposed Tree Policy in particular is that related to Environment and Health.
16. The new Street Design Guide for Oxfordshire outlines key aspects of place-shaping. Trees and landscape plans are included in the design guide and the new Tree Policy will provide further guidance to potential proposals from developers regarding requirements for tree planting in streets that have the potential for adoption.

17. The existing policy covers both trees and vegetation, A standalone Tree Policy approach was taken to ensure clarity around tree care and tree planting ambitions related to individual or groups of trees. The consideration of vegetation and hedgerows will be addressed by the revision of the County Council's policy related to verges which will be updated to include hedgerows and wider vegetation.
18. Other Corporate Policies and Priorities that the new Tree Policy will help to support and deliver are:
- The Climate Action Framework
 - Oxfordshire Plan 2050
 - The Joint Health and Wellbeing Strategy
 - Community Action Group (CAG) Project
 - Full Biodiversity and Planning in Oxfordshire guidance
 - Flood Management
 - Minerals and Waste Planning
 - Public Rights of Way and Countryside Access
19. National considerations have influenced the decision for the revision of the Tree Policy.
- National Tree Safety Group – Risk Limitation Strategy
 - Environment Act 2021
 - England Trees Action Plan 2021 to 2024
 - National Planning Policy Framework (NPPF)

Financial Implications

20. There is both an immediate and longer-term financial implication for the County Council in adoption of this Policy. Specifically, the implications of policy-8 in terms of immediate financial impact as additional staffing resource will be required to ensure this can be met.
21. The additional resource required (across both its highway and property responsibilities) is one additional permanent officer post, and two short term officer posts. These posts would support and work alongside existing officers.
22. On the assumption there is no additional funding available, then it is recommended that this is funded from the existing tree maintenance operational budgets. Within Highways this is £600k (but note there is no dedicated tree maintenance budget within Property & Estates). A business case for longer-term investment in tree management will be developed for consideration as part of the councils 2023/24 budget setting process.
23. As the policy is implemented and increased tree numbers within the highway and estate are realised, it is likely additional resources for carrying out proactive tree care will be required. If and when this comes to fruition, as the trees mature, then any additional financial requirements will be managed through the annual budget setting process as required.

24. The increase in tree planting requirements for adoptable roads within Oxfordshire, and their associated maintenance costs will be covered through commuted sums (Section 38 and Section 278 agreements). In the last five financial years (2016/17-2020/21), the average tree-related commuted sums total has been in excess of £77,500 per annum. These figures have the potential to increase annually should the Tree Policy be adopted. These additional sums should cover any additional resources burden from trees implemented as part of developments.
25. Any County Council investment in its own tree planting programme will have its own business case, but there are also additional funding opportunities to deliver on these ambitions where funding could be sourced through the following options:
- Section 106 funding
 - Community Infrastructure Levy (CIL)
 - National tree planting grants/initiatives
 - Urban Tree Challenge Fund
 - Local Authority Treescapes Fund
 - Nature for Climate Fund
 - Woodland Creation Fund
 - Business Sponsorship / Contributions
 - Potential carbon off-setting opportunities for businesses

Comments checked by:

Filipp Skiffins, Assistant Finance Business Partner

Filipp.skiffins@oxfordshire.gov.uk (Finance)

Legal Implications

26. The revision of this policy does not have legal implications for the County Council.
27. Increasing tree numbers across the County Council's estate may have implications for long-term risk management and associated liabilities, although these would be mitigated through proactive inspections.
28. The revised Tree Policy does require a need for clear and actionable enforcement within the County Council's powers as the Highway Authority and therefore a detailed review of processes, specifically Section 154 Notices and other Highway Act responsibilities, in relation to enforcement and associated cost recovery, is required.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environment Team),

Jennifer.crouch@oxfordshire.gov.uk (Legal)

Procurement Implications

29. There are no procurement implications. Existing contracts will continue to be used to carry out maintenance activity. Any County Council investment in a proactive tree planting programme would be considered separately and procured separately.

Comments checked by:

Melissa Sage, Head of Procurement Contract Management

Melissa.sage@oxfordshire.gov.uk (Procurement)

Staff Implications

30. The policy focusses and clarifies the County Councils' responsibilities in respect of its tree management and maintenance responsibilities which has indirectly impacted on the level of staffing required. It also supports and promotes new initiatives, which if funded and brought forward, will require additional resources to manage.

31. The additional staff resource required is expected to be three additional technical officers who will be deployed to deliver on the proactive strategic ambitions of the new policy and support the regular inspections and required tree management.

Equality & Inclusion Implications

32. An Equality and Climate Impact Assessment has been completed and it concluded that increasing canopy cover, specifically within urban areas, will increase shade and quantity of leaves from deciduous trees which may have a mild adverse effect on some individuals or dwellings. This is offset by the direct and indirect benefits provided by trees and increased canopy cover.

33. Individual projects and programmes of work will have site specific assessments carried out to pick up and consider the implications mentioned in detail and within the context of the project.

Sustainability Implications

34. The proposed policy has no negative impacts on sustainability, protected characteristics and Climate Change. In some areas, such as Additional Community Impacts and Additional Wider Impacts, all impacts are deemed positive. For Climate Change, three out of five impacts are positive.

Risk Management

35. A single tree policy for the county council as a whole will help ensure a consistent approach. Levels of tree data vary and a holistic approach will help manage the trees, and associated risk, in a more effective and efficient way. Approval of the new Tree Policy creates an opportunity to determine and deliver a risk-based strategic plan for all trees across the County Council's responsibilities.

36. Increasing the number of trees and introducing them into areas where interaction with the public is greater to maximise benefits comes with the requirement to manage increased risk potential. This can be managed to a point, although there will need to be greater tolerance and acceptance of tree life cycles such as leaf fall, fruit fall and the shedding of branches in strong winds.
37. Part of the purpose of the policy is also to provide tree canopy to create shade and hence will impact on light levels, an existing tree related perceived issue which will need to be managed with communities.
38. Trees are a critical component of the management of Climate risk, chiefly through their ability to mitigate extremes of heat, cold, wind, rain and drought and the negative effects of climate change on biodiversity. They also contribute directly to wellbeing and mental health.

Consultations

39. No formal consultation has been undertaken, however, some informal engagement has been undertaken with key stakeholders, such as all five District Councils (due to their role as planning authorities) and other pertinent organisations and groups (namely Trust for Oxfordshire's Environment (TOE) and Campaign to Protect Rural England (CPRE)).
40. Their views, where appropriate, have been considered. Overall, they were positive about the changes proposed and some key takeaways are outlined in quotes below:
- “the revisions to allow tree planting by highways will be welcomed by parish councils and community groups. We hope that it will be approved by Cabinet in due course.”
 - “supports the policy to deliver new tree planting”
 - “overall the approach is welcome.”
 - “welcomes the policy to increase tree planting across Oxfordshire in both urban and rural settings.”

BILL COTTON

Corporate Director of Environment and Place

| | |
|-----------|---|
| Annex 1: | Tree Policy |
| Annex 2: | Application of Tree Policy Guidance |
| Annex 3a: | Equality and Climate Impact Assessment (ECIA) |
| Annex 3b: | Climate Impact Assessment (CIA) |

| | |
|--------------------|------|
| Background papers: | None |
| Other Documents: | None |

Contact Officers:

Paul Fermer, Assistant Director, Paul.fermer@oxfordshire.gov.uk

Andy Lederer, Principal Officer – Arboriculture, Andy.lederer@oxfordshire.gov.uk

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Tree Policy for Oxfordshire

Trees are critical elements of Climate Change Adaptation infrastructure and are identified as public assets. They are also a core element of the biodiversity, amenity and landscape of Oxfordshire.

The County Council has set out policies that:

- outline the commitment for Climate Adaptation by proactive tree care and tree planting in built-up areas by introducing a “presumption in favour of trees” throughout the built environment and the countryside alike.
- promote and encourage care for existing trees to maximise their Climate and biodiversity value, amenity value and public benefits by ensuring they reach optimal life expectancy.
- deliver on the ambition to increase canopy across Oxfordshire.

Trees play an important role in maintaining and shaping the environment and structure of a place. Our policies favour design that prioritises green infrastructure, such as trees, as a fundamental natural lynchpin for broader objectives relating to:

- flood alleviation
- climate adaptation
- landscape resilience
- carbon sequestration
- noise and air pollution
- wildlife corridors (both urban and rural)
- health and wellbeing
- speed reduction

Strategic Policy Objectives

- I. Ensure maximum safe, useful life cycles of the public tree stock are achieved to maximise the benefits of trees for communities while protecting and enhancing the environment, and associated amenity.
- II. Reduce the number of reasonably foreseeable tree failures across the highway network.
- III. Respond to and investigate all tree related queries and incidents within OCC responsibilities.
- IV. Increase canopy cover within County Council responsibilities by creating a ‘tree priority’ policy environment across all relevant Council activities and by committing to replacement and new tree planting including subsequent maintenance and management. This is facilitated by removing all OCC highway related policy impediments that restrict the planting of ‘standard’ trees along highways or Council land.
- V. Provide a strong policy steer for local Planning Authorities in decisions regarding the preservation or incorporation of trees in existing and proposed developments.
- VI. Influence companies and organisations that are based or work in Oxfordshire to contribute to tree care, climate adaptation and increasing canopy cover.

The following policy statements constitute Oxfordshire County Council's Tree Policy to give clear and unambiguous statements to ensure that the Council meets its duty of care, legal and health and safety obligations, whilst not exposing itself to any undue liability. The County Council will seek to implement these policies where it is the authority for such matters including when it is the determining authority for planning applications made by the County Council and external parties. **All agents, partners and contractors of the council are required to comply with the Tree Policy.**

Policy sections:

- a. Tree Planting and Establishment
- b. Tree Care
- c. Removal, Communications and Protection
- d. County Council Planning and Regulatory Functions

Tree Planting and Establishment

Policy 1:

The Council recognises the urgent need to increase canopy cover in Oxfordshire. Tree planting on Council managed land must prioritise larger growing, shade-providing trees, scaling down to smaller ornamental trees where larger trees are not suitable.

Policy 2:

The Council will establish a diversity of species to mitigate against climate adaptation, pests and disease that can threaten entire species and the Council will have the final say on species selection or adoption. A 'Right tree, right place' approach to species selection will be made.

Policy 3:

For every tree that is on Oxfordshire County Council land or is the responsibility of the Authority and has a Stem Diameter of 15cm or greater at the time of removal, two trees will be planted. The replacements will be planted in the same or similar location. Should the existing location(s) be deemed not viable for direct replacements, alternative tree planting locations will be identified within the Authority's responsibility or land within the locality.

Policy 4:

Any County Council trees that must be removed due to claim mitigation will be replaced adhering to the mitigation agreement.

Policy 5:

The County Council will proactively work and engage with Community Groups, Parish, Town and District Councils to enable tree planting projects within the County's Highway Maintainable at Public Expense (HMPE).

Policy 6:

The County Council will identify opportunities to secure funding to deliver new tree planting and establishment.

Policy 7:

The County Council will work with local and national tree nurseries and suppliers to increase production of locally grown trees to meet the County's tree planting requirement and ambitions.

Tree Care**Policy 8:**

The Council will implement a proactive, cyclical inspection and tree care programme to achieve maximum life cycles for all trees under the County's responsibility. The frequency of inspection and maintenance will be determined based on the location and condition of the tree, in order to adhere to the Council's duty of care and legal responsibilities.

Policy 9:

The following reasons will **not** constitute grounds for the pruning or removal of trees by the Council:

- Interference with satellite dish or TV aerial reception.
- Leaf fall.
- Where the tree is perceived to be too large.
- Obstruction of view or causing shade.
- Mess caused by insects or birds.
- Problems associated with fruit.
- Problems associated with pollen.
- Healthy mature trees will not be removed to create space to plant new trees.
- Someone is willing to pay for the removal and replacement of a tree.
- The perceived risk that a tree may cause subsidence in the future.
- To facilitate CCTV cameras.
- Causing disruption to pavements, kerbs, garden paths and walls. In these cases, engineering solutions will be sought.

Judicious minor pruning may be undertaken by the Council in the case of actionable nuisance resulting from:

- Overhanging neighbour's land.
- Excessive blockage of light.

Policy 10:

To protect the Councils' interests and process claims efficiently, the Council will manage and process alleged subsidence claims against OCC trees in accordance with the Joint Mitigation Protocol.

Removal, Communications and Protection

Policy 11:

The County Council will retain and maintain existing, healthy OCC trees and removal will only be considered for the following reason(s):

- Dead, dying and / or dangerous
- Proven to be causing significant structural damage
- Considered by the Tree Service to be an inappropriate species for the location.

Or:

When removal is required as part of an agreed tree management programme.

Policy 12:

The County Council will inform the relevant Parish Council and County Councillors by email at least seven days in advance of OCC tree removal works taking place to ensure transparency of decision making.

Exemptions will apply to:

- Dead trees
- Emergencies related to imminent danger
- Unforeseen failure in storm events of public trees
- Unforeseen failure in storm events of private trees

Policy 13:

The County Council will identify where the retention of deadwood, failed trees and trees that have been felled may be appropriate in specific situations to provide biodiversity habitat; encourage invertebrate and fungal activity; and for the establishment of wildlife corridors.

Policy 14:

The County Council will seek compensation from any organisation or individual requesting removal of any public tree(s) related to an approved planning application that are the responsibility of the County Council. Compensation will be determined as calculated by Capital Asset Valuation of Amenity Trees (CAVAT).

Policy 15:

The County Council will seek to investigate and prosecute any organisation or individual that has caused significant damage to or removed any public tree(s) that are the responsibility of the County Council. In addition, The County Council will seek full compensation from the organisation or individual for the loss of the County Council asset(s) calculated by CAVAT (**Policy 14**).

Policy 16:

All organisations, companies or operatives must be able to demonstrate adherence to national guidelines and standards related to the protection and retention of trees listed in the reference and supporting documents section of this policy when working on land owned by the County Council; under the responsibility of the County Council; or within the Public Highway of Oxfordshire. When working near to or under trees, this must be referenced in their relevant method statements.

Policy 17:

The County Council will seek to recoup all costs incurred to mitigate the impact of private trees from the relevant tree owners where appropriate, including undertaking works as an emergency or through legislation afforded to the Highway Authority under the Highways Act and the use of Section 154 Notices.

County Council Planning and Regulatory Functions**Policy 18:**

Highway improvement projects will be used as an opportunity to (re)introduce street trees as part of the overall design with the aim of maximising canopy cover in urban areas.

Policy 19:

New highways that are to be adopted or may be considered for adoption in the future must have tree cover as a core part of the design, including consideration of tree-lined avenues either side of carriageways or along central reservations, as required by Section 131 of the National Planning Policy Framework (NPPF). The design must deliver canopy cover of at least 30% after 10 years across the streetscape for adoption.

Policy 20:

Planning application submissions by Oxfordshire County Council for projects - such as major new roads or school buildings - will prioritise retention of trees of high amenity value taking consideration of both their individual merit and their interaction as part of a group or broader landscape feature. The projects must prioritise the introduction of trees as a component of the design.

Policy 21:

Applications for new developments, where the County Council is the regulatory body, must demonstrate how they have adequately incorporated the planting of trees, hedges and woodland to address the following climate adaptation necessities:

- reduce wind speeds;
- reduce the potential for urban heat island effect;
- reduce air pollution;
- reduce flooding;
- enhance biodiversity;
- support sustainable agricultural processes.

Where developments require and have agreement to the felling of trees (as determined by the County Council), the landscaping plan will need to demonstrate that an increase in canopy cover of at least 30% after 10 years within the site can and will be achieved.

Policy 22:

On strategic developments, the County Council will seek to ensure that the landscaping plan will specify and demonstrate widely distributed tree cover (or equivalent green infrastructure) in the public domain to achieve at least 30% canopy cover within 10 years.

Reference & Supporting Documents

- BS 3998:2010 – Tree Work: Recommendations (or as revised)
- BS 5837:2012 – Trees in relation to design, demolition and construction (or as revised)
- BS 8545:2014 – Trees from nursery to establishment in the landscape (or as revised)
- Oxfordshire Street Design Guide
- Manual for Streets
- Highways Act (or as revised)
- Common sense risk management of trees (FCMS024)
- Roots and Routes: Guidelines on Highways Works and Trees
- Joint Mitigation Protocol
- National Planning Policy Framework (NPPF)
- National House Building Councils Standards - Chapter 4.2 (or as revised)
- NJUG Publication Volume 4: Issue 2 (or as revised)
- National Tree Safety Group (NTSG) - Risk Limitation Strategy
- Forestry Commission - Operations Note 051
- Capital Asset Valuation of Amenity Trees (CAVAT)
- Oxfordshire Together (OxTog)
- Urban tree selection may be aided by Trees and Design Action Group (TDAG) publication -
https://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf

Application of Tree Policy Guidance

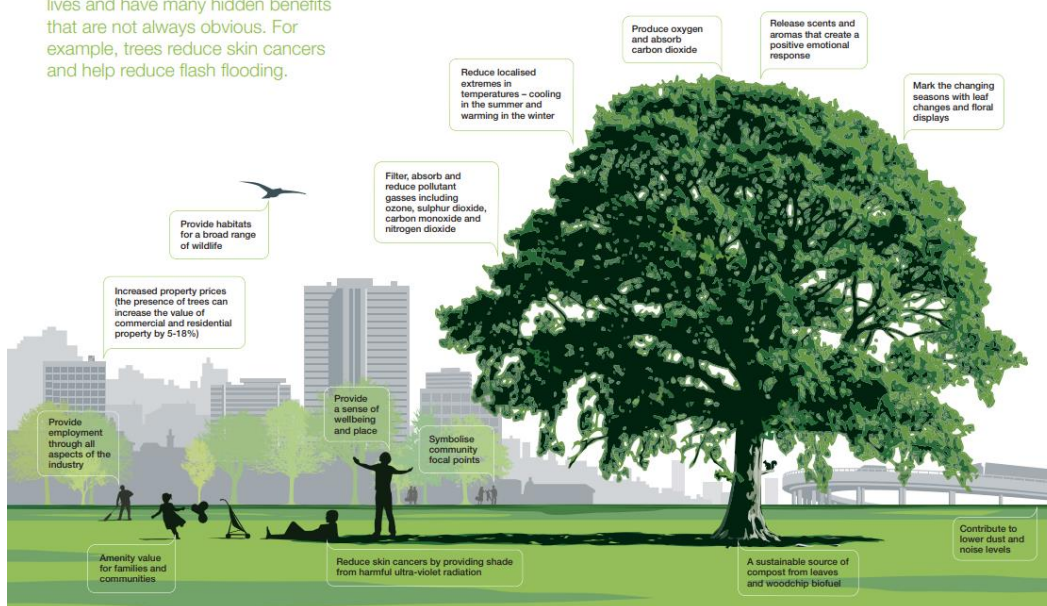
This document outlines additional guidance to ensure delivery of the Tree Policy for Oxfordshire. This document is planned to be a live document which evolves. The Policy is part of a wider group of policy documents related to how the County Council will look to protect, enhance and maintain the environment and deliver climate action and adaptation.

Trees do more than you think:

- a. Climate benefits:
 - i. Reducing urban heat island effect
 - ii. Wind speed reduction
 - iii. Increased surface water absorption
 - iv. Potential source of food for humans and animals
 - v. Carbon sequestration
 - vi. (microclimate modification)
- b. Biodiversity benefits
 - vii. Support wide range of wildlife (lichens, insects, birds)
 - viii. Connectivity between fragmented habitats
- c. Health benefits
 - ix. Reduced mortality and ill health from extreme heat events
 - x. Air Quality improvements
 - xi. Mental health benefits
 - xii. Behavioural benefits
 - xiii. Reduced crime

Why trees are good for us

Trees are an important part of our lives and have many hidden benefits that are not always obvious. For example, trees reduce skin cancers and help reduce flash flooding.



© London Tree Officers Association (LTOA)

Tree Planting

Planting trees, as outlined in the Policy and in the section above, provides a multitude of benefits. There are still critical considerations that must be made when selecting a suitable tree for a particular location.

Biosecurity is of extreme importance and eliminating the possibility for importing tree specific pests and diseases mainly or only found outside of the UK is key to ensuring that what is planted in Oxfordshire does not damage our existing treescape and variety of species within the public landscape and historic gardens and estates.

Highway Sites

As part of the County Council's commitment to biosecurity and climate resilience, tree species selection for street trees (those planted within the public highway) in both existing streets, adopted streets and streets that may be adopted will be made or approved using the following priorities:

- a. UK grown trees or trees that have been quarantined in line with BS8545;
- b. Species that provide the County with climate resilience (tolerance to flooding and drought);
- c. larger growing shade-providing trees scaling down to smaller ornamental trees where larger trees are not suitable;
- d. native British trees, or those long established in the UK (such as sweet chestnut);
- e. re-establishing species previously lost or have the potential to be lost to disease (eg Elm, Ash, Horse Chestnut), where disease-resistant cultivars are available.

Non-Highway Sites

For tree planting within County Council sites, excluding the highway, additional factors must be considered along with those listed above in order to deliver a broader range of objectives that provide sources of food, increase biodiversity and provide the potential for sustainable building materials by generating potential income:

- f. species that provide sources of food for humans;
- g. species that can provide timber or other products for industry;
- h. trees providing unique habitats.

Green Infrastructure Guidance for Planners and Landscape Architects

Tree planting and other green infrastructure form a critical component of the National Planning Policy Framework (NPPF). They are essential for place-shaping, biodiversity net gain and to address the climate emergency. Where the County Council has a regulatory or planning function, green infrastructure and trees must be an integral and fundamental component of designs. Opportunities that the County Council has identified as beneficial for delivering its strategic ambitions are listed below and should be incorporated into design submissions:

- creation of shelter belts around exposed perimeters;

- tree planting to reduce air and ground temperature by maximising canopy cover;
- prioritising structurally diverse planting to intercept pollutants in priority areas (schools, open spaces, shopping centres and urban dwellings);
- incorporation of flood alleviation, SuDS and natural flood management: wherever possible, trees should be planted in such a way that surface water has access to their rooting area;
- improve, expand, link and create new wildlife corridors;
- incorporation of agroforestry.

Tree Establishment

The establishment of new tree planting is essential to ensure that the public investment delivers the full multitude of benefits provided by trees. All tree planting of 'standard' trees planted within the Highway Maintainable at Public Expense (HMPE) will be afforded a minimum of 3 years aftercare, maintenance and watering from the first growing season. These costs will be included for direct County Council planting or through community volunteer groups (Tree Oxfordshire Community). If the planting is not funded by OCC, the cost will be assumed by the individual, organisation or group funding the tree planting. Alternatively, there will be a commitment to deliver the establishment by a Tree Oxfordshire Community delivery model.

For tree planting in the public highway that is to be adopted or has the potential to be adopted, establishment costs must be incorporated into any adoption agreement that provides the same aftercare that the County Council would require for direct tree planting. This means that all tree planting of 'standard' trees planted within the HMPE which are proposed for adoption or have the potential to be adopted will be afforded a minimum of 3 years aftercare, maintenance and watering from the first growing season of adoption.

The Tree Nursery Supply Chain

The County Council recognises that there is significant gap in the tree supply chain because tree nurseries need to invest in space, staff and infrastructure to grow trees and trees take time (5-6 years) to reach a certain maturity that enables them to best establish in the urban landscape. This gap leads to increased demand against limited supply resulting in increased cost. To help address this gap, the County Council will seek and prioritise opportunities to make long-term financial investments through 'Invest to Save' to generate local tree nursery supply chains.

Tree Care

Trees need to be cared for to ensure they have the opportunity to reach maturity to fully deliver all of the amenity, environmental and direct benefits that they can provide to Oxfordshire. Good tree care begins through regular inspections by tree professionals. In the majority of cases, a professional tree inspection is likely to result in no or limited tree works, other than statutory duties.

Proactive tree management increases the potential for identifying minor defects at an early stage which could then be addressed by arboricultural intervention to reduce the long-term impact of the defect and aid the tree in reaching its full potential.

Proactive management significantly reduces the potential for foreseeable tree failure which may result in damage or injury to persons, property or infrastructure. This strategic approach to tree care enables the County Council to adhere to its statutory duties.

Tree Removal

As with all living organisms, trees have a finite lifespan. The County Council has an aging tree stock which has been managed on a mainly reactive basis. Trees across the County will be removed when they have come to the end of their safe life expectancy, as determined by a tree professional.

Where removal of a tree(s) has been decided, the Parish Council and relevant County Councillors to the location of the tree(s), including the lead member for the Environment, will be informed at least seven days prior to removal. It is critical for the County to be transparent about its decision making and the best way to provide this information is to inform those that are most likely to be impacted directly by our professional decisions.

It is not reasonable nor practical to inform all residents within proximity of a tree planned for removal, although communicating this information is essential to build trust and galvanise support for County Council Officers in the Tree Service, making professional, informed decisions on tree removal based on good arboricultural practice.

As with any policy, Officers do not have the ability to approve tree removal that does not comply with the Tree Policy.

Retention of Tree Material

Decaying or dead tree material provides an essential habitat for invertebrates and wildlife. Therefore, where safe and appropriate to do so, tree material will be left in situ to contribute to the expansion and creation of wildlife corridors, encourage invertebrate and fungal activity and increase biodiversity.

Tree Valuation

The Council recognises trees as assets and as with any other Council asset, trees can be valued. The Council utilises the recognised Capital Asset Valuation of Amenity Trees (CAVAT) to assign value to trees. Further information about CAVAT and how it is calculated is available in the weblinks at the end of this document.

Damaging, Destroying or Removing Trees without Consent

County Council trees are public assets under the management and responsibility of the County Council.

To damage, destroy or remove County Council trees without consent is a criminal offence under the Criminal Damage Act 1971 which if convicted could lead to imprisonment of up to 10 years. Additional legislation that may lead to criminal prosecution and a fine are the Town and Country Planning Act, the Forestry Act, the Environment Act, the Highway Act and the Wildlife and Countryside Act.

The County Council will report any suspected offences to the Police and will support any investigation to identify and prosecute the offender(s).

Private Trees

Trees are the responsibility of the owner on whose land they grow and the County Council will not use public funds to facilitate management or care of private trees. It is the duty of the private tree owner to ensure their trees are cared for and that they do not obstruct the public highway.

The County Council have a duty to ensure the highway provides safe passage for users and the County Council may identify potential issues with private trees in proximity to the highway. Should a private tree be identified as needing potential care, as seen from the highway, the County Council will identify the tree owner and contact them advising of their duty as a tree owner and requesting works are undertaken to mitigate any issue identified. Should the tree owner provide no response or willingness to address the issue outlined, the County Council, under powers of the Highway Act as the Highway Authority, may issue a formal Section 154 Notice to the tree owner to take action.

Should the County Council need to take action to a private tree to remove an obstruction or maintain the safety of the highway and highway users following inaction by a private tree owner, the County Council will seek to recoup all costs incurred from the tree owner.

Oxfordshire County Council Policy / Strategy / Guidance documents

- Fair Deal for Oxfordshire
- The Climate Action Framework
- Local Transport Connectivity Plan (LTCP)
- Street Design Guide
- Full Biodiversity and Planning in Oxfordshire guidance
- Information required for ecology reports
- Community and Parish Guide to Biodiversity
- New Trees and Woods – Ten Steps to Success
- Community Action Group (CAG) Project
- Oxfordshire Together guidance
- Neighbourhood Planning Guide
- Oxfordshire Local Flood Risk Management Strategy
- Minerals and Waste Planning
- Minerals and Waste Core Strategy (Eight component Policies)
 - Sustainable development C1
 - Climate change C2
 - Flooding C3
 - Water environment C4
 - Local environment, amenity and economy C5
 - Agricultural land and soils C6
 - Biodiversity and geodiversity C7
 - Landscape C8
- Public Rights of Way and Countryside Access
- Rights of Way Management Plan 2015-2025
- Transport and Highways Management: Policy and Strategy
- Transport and Highways Management: Development Control
- Oxfordshire Joint Health and Wellbeing Strategy
- Oxford to Cambridge Arc Environmental Principles

Legislation

- Highway Act
- Criminal Damage Act
- Town and Country Planning Act
- Environment Act
- Forestry Act
- Wildlife and Countryside Act



Oxfordshire County Council
Equality and Climate Impact Assessment

July 2021

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Section 1: Summary details

| | |
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| Directorate and Service Area | Environment and Place – Implications across all directorates |
| What is being assessed (e.g. name of policy, procedure, project, service or proposed service change). | The Tree Policy for Oxfordshire |
| Is this a new or existing function or policy? | Revision to existing policy |
| Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment). | <p>The revised Tree Policy sets out a clear ambition to contribute to addressing the Climate Emergency in Oxfordshire through tree planting. Trees are a critical component of adaptation to climate change.</p> <p>The new Policy outlines a commitment by the County Council to implement a proactive tree inspection programme to ensure that existing and established trees across the County Council estate are able to fulfil their full life expectancy.</p> <p>Increasing canopy cover, specifically within urban areas, mitigates extremes of rainfall, wind and drought and reduces excessive heat both outdoors and inside buildings. More trees will increase shade and quantity of leaves from deciduous trees which may be perceived to have an adverse effect on some individuals or dwellings. This is offset by the direct and indirect benefits provided by trees and increased canopy cover. Tree cover tends to be lower in more deprived areas, and we will need to prioritise addressing this disparity.</p> <p>Overall, the proposed policy revision either has a positive impact or no impact to all groups and assessments within this document.</p> |
| Completed By | Andy Lederer, Principal Officer - Arboriculture |
| Authorised By | |
| Date of Assessment | 26/1/2022 |

Section 2: Detail of proposal

| | |
|--|---|
| <p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p> | <p>For the majority of the last 30 years, Oxfordshire have focused on maintaining existing trees on a reactive basis. Driven by budgetary constraints and concerns associated with risk, there has been minimal investment, overall, in the County Council’s tree-scape, which includes Highways, PRow, Schools, Estates, Facilities and other land holdings where the County Council have a responsibility for trees. The most significant omission has been tree planting.</p> <p>Trees provide a multitude of climate, biodiversity, amenity, societal, health and wellbeing benefits. They take a significant time to establish and with the realisation of the Climate Emergency that was declared in 2019, the need for a drastic change to address the need for increasing canopy cover and provide proactive tree care for the County Council’s streetscape is now essential for the long-term benefit of existing residents and future generations of Oxfordshire.</p> <p>Whilst the council has an existing tree policy, it does not fulfil the ambition and priorities of the Fair Deal Alliance. The existing policy was maintenance and management focussed, mainly related to Highway trees. The new document is broader in scope as well as being much firmer with its policy and bolder in requirements and long-term ambition.</p> |
| <p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p> | <p>The new ‘Tree Policy for Oxfordshire’ outlines a clear priority change to a ‘presumption in favour of trees’ to directly enhance and improve the landscape and streetscapes of Oxfordshire. The new Policy has been created and framed in a clear and concise document to enable the County Council’s vision and ambition to be easily shared, understood and implemented. It is a central component of the Council’s Climate Adaptation response, and has the potential to improve wellbeing and health of residents.</p> <p>The main aims of the new policy are:</p> <ul style="list-style-type: none"> (a) To protect and maintain the trees across Oxfordshire and in particular, trees the County Council are directly responsible for. (b) Set the platform to increase canopy cover across Oxfordshire and specifically for areas the County Council are directly responsible for (Highway, Public Rights of Way (PRow), Schools, Estates & Property) by increasing the number of trees to address the current and future climate adaptation and environmental needs. (c) Ensure that existing trees and the potential space for new tree planting are considered front and foremost in streetscape designs and take appropriate priority against other infrastructure needs. (d) Increase the diversity of tree species to deliver climate adaptation. |

| | |
|--|--|
| | <p>(e) Support and enable local communities to identify the potential for increasing canopy cover within the existing streetscape.</p> |
| <p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your 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>By investing in regular, proactive tree inspections, the County will be able to maintain an existing and established tree stock that provide more benefits to the residents of Oxfordshire than newly planted trees. Planting and maintaining trees provides direct and indirect benefits to the community, as well as contributing to addressing and improving:</p> <ul style="list-style-type: none"> • flood alleviation; • climate adaptation; • landscape resilience; • carbon sequestration; • noise and air pollution; • wildlife corridors (both urban and rural); • health and wellbeing; • speed reduction. |

| | |
|--|---|
| <p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p> | <p>Currently, no tree planting is undertaken by the County and only the Highway trees are managed under a proactive tree programme, leaving the County Council at significant risk across all other County Council land / property that have trees and remain the County Council's responsibility.</p> <p>Continuing in the same way of disproportionate management and not replacing trees that are removed has long-term implications for public amenity, biodiversity and climate change within Oxfordshire as well as putting the County Council at significant risk from litigation.</p> <p>Doing nothing is not an option and does not support the commitments outlined in the Fair Deal for Oxfordshire.</p> |
|--|---|

Section 3: Impact Assessment - Protected Characteristics

| Protected Characteristic | No Impact | Positive | Negative | Description of Impact | Any actions or mitigation to reduce negative impacts | Action owner* (*Job Title, Organisation) | Timescale and monitoring arrangements |
|------------------------------|-------------------------------------|--------------------------|--------------------------|-----------------------|--|--|---------------------------------------|
| Age | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| Disability | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |
| Armed Forces | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |
| Carers | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |
| Areas of deprivation | <input type="checkbox"/> | <input checked="" 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 |
|----------------------------------|--------------------------|-------------------------------------|--------------------------|------------------------------|---|---|--|
| Other Council Services | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |
| Providers | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |
| Social Value ¹ | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |
| Our fleet | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| Staff travel | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |
| Purchased services and products (including construction) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | |
| Maintained schools | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire 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 checked="" type="checkbox"/> | <input type="checkbox"/> | | | | |

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.

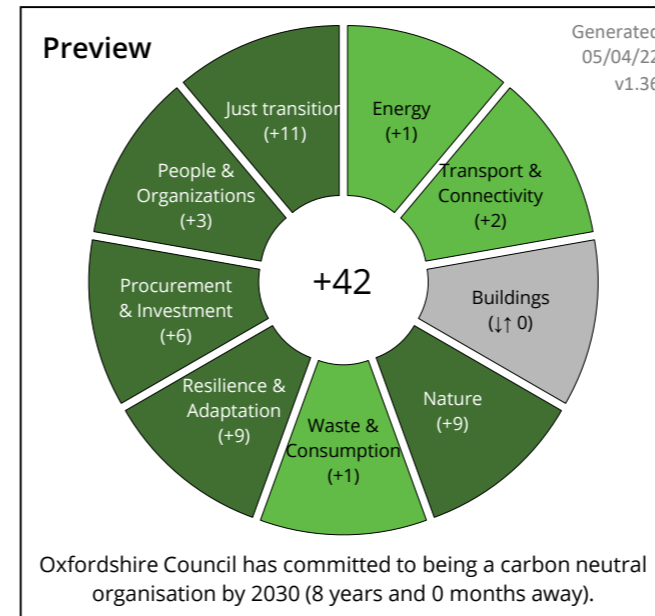
| | |
|--------------------------------------|---|
| Review Date | Four years from adoption of Policy |
| Person Responsible for Review | Principal Officer - Arboriculture |
| Authorised By | |

Climate Impact Assessment

Summary

| | |
|--|---|
| Directorate and Service Area | Environment and Place, Countryside Operations and Volunteer Coordination, Tree Service |
| What is being assessed | Tree Policy for Oxfordshire |
| Is this a new or existing function or policy? | Existing Policy but heavily revised |
| Summary of assessment | The assessment of the impacts for the Tree Policy for Oxfordshire provides positive outputs across 8 of the 9 categories assessed. More significantly 5 of the 9 categories have a significantly positive impact by adoption of the new policy. |
| Completed by | Andy Lederer - Principal Officer - Arboriculture |
| Climate action sign off by | Tammy Marrett |
| Director sign off by | |
| Assessment date | 44644 |

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Detail of proposal

| | |
|---------------------------------------|---|
| <p>Context / Background</p> | <p>For the majority of the last 30 years, Oxfordshire have focused on maintaining existing trees on a reactive basis. Driven by budgetary constraints and concerns associated with risk, there has been minimal investment, overall, in the County Council's tree-scape, which includes Highways, PRow, Schools, Estates, Facilities and other land holdings where the County Council have a responsibility for trees. The most significant omission has been tree planting.</p> <p>Trees provide a multitude of climate, biodiversity, amenity, societal, health and wellbeing benefits. They take a significant time to establish and with the realisation of the Climate Emergency that was declared in 2019, the need for a drastic change to address the need for increasing canopy cover and provide proactive tree care for the County Council's treescape is now essential for the long-term benefit of existing residents and future generations of Oxfordshire.</p> <p>Whilst the council has an existing tree policy, it does not fulfil the ambition and priorities of the Fair Deal Alliance. The existing policy was maintenance and management focussed, mainly related to Highway trees. The new document is broader in scope as well as being much firmer with its policy and bolder in requirements and long-term ambition.</p> |
| <p>Proposal</p> | <p>The new 'Tree Policy for Oxfordshire' outlines a clear priority change to a 'presumption in favour of trees' to directly enhance and improve the landscape and streetscapes of Oxfordshire. The new Policy has been created and framed in a clear and concise document to enable the County Council's vision and ambition to be easily shared, understood and implemented. It is a central component of the Council's Climate Adaptation response, and has the potential to improve wellbeing and health of residents.</p> <p>The main aims of the new policy are:</p> <p>A - To protect and maintain the trees across Oxfordshire and in particular, trees the County Council are directly responsible for.</p> <p>B - Set the platform to increase canopy cover across Oxfordshire and specifically for areas the County Council are directly responsible for (Highway, Public Rights of Way (PRow), Schools, Estates & Property) by increasing the number of trees to address the current and future climate adaptation and environmental needs.</p> <p>C - Ensure that existing trees and the potential space for new tree planting are considered front and foremost in streetscape designs and take appropriate priority against other infrastructure needs.</p> <p>D - Increase the diversity of tree species to deliver climate adaptation.</p> <p>E - Support and enable local communities to identify the potential for increasing canopy cover within the existing streetscape.</p> |
| <p>Evidence / Intelligence</p> | <p>By investing in regular, proactive tree inspections, the County will be able to maintain an existing and established tree stock that provide more benefits to the residents of Oxfordshire than newly planted trees. Planting and maintaining trees provides direct and indirect benefits to the community, as well as contributing to addressing and improving:</p> <ul style="list-style-type: none"> ~ flood alleviation; ~ climate adaptation; ~ landscape resilience; ~ carbon sequestration; ~ noise and air pollution; ~ wildlife corridors (both urban and rural); ~ health and wellbeing; ~ speed reduction. |

| | |
|---|---|
| Alternatives considered / rejected | <p>Currently, no tree planting is undertaken by the County and only the Highway trees are managed under a proactive tree programme, leaving the County Council at significant risk across all other County Council land / property that have trees and remain the County Council's responsibility.</p> <p>Continuing in the same way of disproportionate management and not replacing trees that are removed has long-term implications for public amenity, biodiversity and climate change within Oxfordshire as well as putting the County Council at significant risk from litigation.</p> <p>Doing nothing is not an option and does not support the commitments outlined in the Fair Deal for Oxfordshire.</p> |
|---|---|

| Category | Impact criteria | Score (-3 to +3) | Description of impact | Actions or mitigations to reduce negative impacts | Action owner | Timeline and monitoring arrangements |
|--------------------------|---|------------------|---|---|--------------|--------------------------------------|
| Energy | Increases energy efficiency | 1 | Reduces urban heat island effect by planting trees and increasing canopy cover. This will reduce the need for electrical colling systems being required and reduces energy consumption in warmer, more urban areas. | N/A | | |
| Energy | Promotes a switch to low-carbon or renewable energy | 0 | Not applicable | | | |
| Energy | Promotes resilient, local, smart energy systems | 0 | Not applicable | | | |
| Transport & Connectivity | Reduces need to travel and/or the need for private car ownership | 0 | Not applicable | | | |
| Transport & Connectivity | Supports active travel | 1 | Priority for trees, especially within a highway context will support positive active travel through shade lined cycleways and streets. | | | |
| Transport & Connectivity | Increases use of public transport | 1 | Tree lined streets increase footfall and provide shade for waiting passengers at public transport sites. | | | |
| Transport & Connectivity | Accelerates electrification of transport | 0 | Not applicable | | | |
| Buildings | Promotes net zero new builds and developments | 0 | Not applicable | | | |
| Buildings | Accelerates retrofitting of existing buildings | 0 | Not applicable | | | |
| Nature | Protects, restores or enhances biodiversity, landscape and ecosystems | 3 | Proactive tree inspections, maintenanc eand management increases life expectancy for existing trees. In addition, tree planting restores lost trees, maintains landscape and ecosystem features while creating new areas for biodiversity connectivity. | | | |
| Nature | Develops blue and green infrastructure | 3 | Tree planting will increase green infrastructure and utilising tree planting straegically can positively impact on flood control and prevention. | | | |
| Nature | Improves access to nature and green spaces | 3 | More trees in urban areas will increase direct access to trees, improving health and wellbeing for all. | | | |

| | | |
|--------------------------|--|--|
| Waste & Consumption | Reduces overall consumption | 1 Food growing trees can be utilised in specific locations to enable local, natural food for residents |
| Waste & Consumption | Supports waste prevention and drive reuse and recycling | 0 Not applicable |
| Resilience & Adaptation | Increases resilience to flooding | 3 Utilising tree planting strategically can positively impact on flood control and prevention. |
| Resilience & Adaptation | Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts) | 3 Reduction in Urban Heat Island Effect, capture water run-off, store carbon. |
| Resilience & Adaptation | Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains | 3 Significant push for tree planting and exploring the potential to develop our own tree nursery(s) in partnership with established suppliers will reduce carbon footprint for sourcing trees, protect oxfordshire against biosecurity threats, increase economy opportunities, develop local jobs and contribute directly to the communities we serve in a positive way. |
| Procurement & Investment | Procurement practices prioritise low-carbon options, circular economy and sustainability | 3 Significant push for tree planting and exploring the potential to develop our own tree nursery(s) in partnership with established suppliers will reduce carbon footprint for sourcing trees, protect oxfordshire against biosecurity threats, increase economy opportunities, develop local jobs and contribute directly to the communities we serve in a positive way. This text mirrors the same benefits and impacts as those outlined in Resilience and Adaptation, which is why the same text has been used. Yes. Tree planting (once budget is secured) will enable reducing urban heat island effect, carbon sequestration, interception of stormwater and flood water run-off, enable resilience of long-term climate adaptation. |
| Procurement & Investment | Investment being considered supports climate action/ is consistent with path to net zero | 3 |

| | | |
|------------------------|---|--|
| People & Organizations | Drives behavioural change to address the climate and ecological emergency | 1 Local input and involvement in tree planting planning and initiatives can be used to promote cultural change and promote climate adaptation and increase awareness. |
| People & Organizations | Drives organizational and systemic change to address the climate and ecological emergency | 2 The policy is not directorate specific and therefore promotes the need for proactive tree management and strategic tree planting across all facets of the County Councils functions. |
| Just transition | Promotes green innovation and job creation | 2 Has the potential to do both. This could result with reduced carbon footprint through Oxfordshire grown trees and increase potential for local job opportunities in tree related fields. Yes and in a positive way. |
| Just transition | Promotes health and wellbeing | 3 Greenspaces and access to trees and nature is proven to be beneficial to positive mental health and improve wellbeing. |
| Just transition | Reduces poverty and inequality | 3 Reduces inequality by strategic plan to deliver planting in priority of low canopy areas. This is associated with social and financial deprivation. |

Divisions Affected – Eynsham, Kidlington South, Wolvercote and Summertown

CABINET

26 April 2022

A40 HIF2 SMART CORRIDOR COMPULSORY PURCHASE AND SIDE ROADS ORDERS

Report by Corporate Director Environment and Place

RECOMMENDATION

1. The Cabinet is RECOMMENDED to:
 - a) Confirm that the acquisition of the land identified on the map attached to this report (Annex B) (“the Order Map”) being the map accompanying The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 (“the CPO”) is necessary for highway purposes;
 - b) Approve the Joint Statement of Reasons (Annex A) for the CPO and The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (“the SRO”), together with approving the CPO, the Order Map, the SRO and the plans accompanying the SRO (“SRO Plans”) all substantially in the form annexed to this report but to delegate to the Corporate Director Environment & Place following consultation with the Director of Law & Governance, authority to modify them as necessary;
 - c) Authorise the Director of Law & Governance to make The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (“the SRO”) to enable the stopping-up, diversion, alteration, improvement and creation of new lengths of highway or reclassification of existing highways, and giving authority to the acquisition of necessary land pursuant to the CPO and that the Common Seal of the Council be affixed to the SRO and to the SRO Plans. The SRO also enables the stopping up of private means of access as necessary where the scheme design necessitates and re-provision of private means of access;
 - d) Authorise the Director of Law & Governance to make The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Part II and III to Schedule 2, and Schedule 3 to the

Acquisition of Land Act 1981 for the purpose of acquiring the land and interests shown on the Order Map and described in the Schedules to the CPO (or such lesser area of land should this in his opinion be appropriate) to facilitate the construction of new highway on such land and that the Common Seal of the Council be affixed to the CPO and to the Order Map;

- e) Authorise the Director of Law & Governance to advertise the making of the CPO and the SRO and to submit the CPO and SRO to the Secretary of State for Transport for confirmation, together with authorising the Director of Law & Governance to take all other relevant action thereon to promote the confirmation of the CPO and the SRO;
- f) In the event that any Public Inquiry is convened to consider objections to the CPO and/or SRO and/or planning application (by way of a call-in decision), to authorise the Director of Law & Governance, in consultation with the Corporate Director Environment & Place to prepare and submit such evidence as is necessary in support of the CPO and/or SRO and/or planning application, including enlisting the assistance of outside consultants, legal advisors and Counsel to assist in the preparation and presentation of such evidence;
- g) As soon as the CPO and the SRO have been confirmed and become operative, to authorise the Director of Law & Governance to comply with all associated requirements in respect of personal, site and press notices of confirmation and to make, seal and give notice of a General Vesting Declaration (or declarations where more than one is required) under the Compulsory Purchase (Vesting Declarations) Act 1981 and/or to serve Notices to Treat and Notice of Entry in respect of those properties to be acquired compulsorily;
- h) Authorise the Corporate Director Environment & Place in consultation with the Director of Law & Governance to negotiate terms with interested parties for the purchase by agreement or payment of compensation in accordance with the Compensation Code in respect of any interests or rights in or over any land included in the CPO and, where appropriate, to agree terms for relocation;
- i) Authorise the Director of Property in consultation with the Director of Law & Governance to complete the acquisition of such interests or rights and their transfer to the Council;
- j) In the event that compensation for the acquisition of land and/or rights cannot be agreed between the relevant parties, to authorise the Director of Law & Governance to make a reference to the Upper Tribunal (Lands Chamber) for determination of such compensation together with such other questions as may be necessary to determine, including the engagement of appropriate external legal advisors and surveyors and other experts, as required;

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

Executive Summary

1. The A40 HIF2 Smart Corridor Scheme (hereafter referred to as the HIF2 Scheme) is a Housing Infrastructure Fund funded highway and transport improvement scheme that includes three key highway enhancement elements, as follows:
 - A40 Dual Carriageway Extension from east of Witney to Eynsham Park and Ride Site;
 - A40 Integrated Bus Lane (Between Eynsham Park and Ride Site and Duke's Cut Bridges);
 - A40 Duke's Cut Bridge Works.
2. Oxfordshire County Council (OCC) submitted a business case for A40 HIF2 Smart Corridor in March 2019. In November 2019, it was announced that the bid had been successful (subject to contract) in securing £102m of grant funding towards a package of transport improvements proposed along 10.8km the A40 corridor between Witney and Duke's Cut (North Oxford).
3. Subsequently, further dialogue was held with Homes England on an extension to the original funding window through to February 2025 due to the potential impact of a contested compulsory purchase order required to secure land to deliver the scheme, alongside the need for a side roads order(s). This was alongside an increase to the original budget up to a capped level of £106.756m.
4. The Council's request was formally approved in May 2021 by Homes England and the amendment of the Grant Determination Agreement (GDA) was the subject of a report to Cabinet in June 2021 (Forward Plan 2021/059), along with in principle use of powers to progress necessary statutory orders to deliver the scheme.
5. The deed of variation to the GDA has now been entered in to with Homes England dated 25/11/2021.
6. When Cabinet considered the HIF2 Scheme on 18 January 2022, recommendation (b), as approved and minuted, delegated to the Corporate Director Environment & Place following consultation with the Director of Law & Governance, the authority to modify the Orders as necessary. The intention was that this modification would then be approved by way of an Officer's Decision Notice (ODN).
7. It is a requirement that Cabinet, when approving the making of the Orders, have fully considered all matters pertaining to the Orders, particularly the justification

for compulsory purchase and the compelling case in the public interest, that being that the public benefits of the HIF2 Scheme outweigh the interference with private rights. In order to undertake this test, the rights being interfered with must be known, referenced and documented in the Order Schedule.

8. It became apparent in the refinement of the Orders, since the consideration and approval of Cabinet in January 2022, that the extent of changes required to the Orders was of such volume that it would not be proper for the finalisation of the Orders to be dealt with by way of delegated authority and, instead, Cabinet should be reconsidering the Orders again in their finalised form.
9. It should be noted that there are some changes to private means of access in the SRO and that, although the redline area is the same in the CPO as previously approved by Cabinet, the plot descriptions, numbers, splits and colourations are significantly different from that which Cabinet has previously approved. As such, the Orders are to be considered afresh by Cabinet, noting that the HIF2 Scheme need, benefits and overall case for justification of the use of statutory powers remains the same as previously considered.
10. The HIF2 Scheme will support the delivery of 4,813 new homes at 4 strategic development areas located along the A40 and also support the delivery of 15,950 new homes committed in the West Oxfordshire Local Plan 2031. HIF2, in conjunction with the County Council's wider transport strategy specifically the Local Transport Plan, is required to resolve current severe congestion and future-proof the highway infrastructure along the A40 corridor in the long term.
11. The primary focus of HIF2 is the provision of additional highway, public transport and active travel capacity and connectivity along the A40 to encourage modal shift and enable more sustainable and active forms of travel. This will mitigate the impact of increased travel demand generated by planned housing growth, whilst helping the Council to meet its zero carbon transport network ambitions and promote wider health and place shaping benefits in line with the Council's corporate priorities.
12. A report subsequently approved at July 2021 Cabinet (Forward Plan 2021/082) set out the preferred options for each of the three elements of the Scheme. These options have been directly influenced by the results of an extensive public engagement exercise undertaken in May / June 2021.
13. There are a range of issues and risks associated with the delivery of the A40 corridor programme, which are being actively managed by the Programme team. Whilst a number of these can be considered as reflective of the scale and complexity of the programme being undertaken, land assembly is a matter of note.

Exempt Information

14. This report is not confidential or exempt.

Background

Scheme Purposes

15. The purposes of the HIF2 Scheme are to:
- Directly enable specific major new housing and employment site allocations in the West Oxfordshire Local Plan and unlock growth in line with Housing Infrastructure Fund (HIF) through the provision of enhanced active travel and bus travel facilities;
 - Provide greater travel choice for people walking, cycling and travelling by public transport along the A40 corridor to encourage greater use of sustainable transport options;
 - Improve public transport accessibility and connectivity to employment sites, services and other facilities;
 - Facilitate faster and more reliable journeys for people travelling by bus along the A40;
 - Ensure that the Proposed Development does not increase journey times for private vehicles (i.e. non-bus users) using the A40;
 - Reduce carbon emissions and other harmful pollutants associated with travel; and
 - To facilitate safer travel for all A40 users.

Scheme Description

16. The HIF2 Scheme is the second phase of the overarching A40 Strategy. The scheme includes three key highway enhancement elements and, taken together, these elements form the HIF2 Scheme. These elements are described as follows:

Element 1 - A40 Dual Carriageway Extension (from east of Witney to Eynsham P&R Site)

17. This element of the Scheme proposes the widening of the existing single carriageway to dual carriageway along the A40 from a point just east of Witney to Eynsham. The Scheme will increase highway capacity for all modes of transport and improve bus journey times and reliability along the A40 between Witney and the proposed Eynsham Park & Ride.
18. The Scheme involves the upgrading of the A40 from single to dual carriageway of a 3.4km/2.1 mile section from the east of Witney to the Eynsham Park & Ride site, in order to ease congestion along the A40 by increasing the capacity for all road users. The new section of dual carriageway will be subject to the national speed limit of 70mph between Hill Farm and the new Barnard Gate roundabout

where the speed limit will reduce to 50 and then to 40mph on the approach to the new Park & Ride Junction.

19. The Scheme also involves improved shared footway and cycle paths along the northside of the A40 and a new roundabout at the Barnard Gate/South Leigh junction.
20. The proposed works lie within the current corridor but include some significant alterations to junctions. This Element will involve considerable land acquisition adjacent to the exiting A40 to facilitate the construction of the new widened carriageway. It is designed to overcome capacity constraints, increase accessibility, and improve journey times between Witney and the Eynsham Park & Ride Site.

Element 2 - A40 Integrated Bus Lane (Between Eynsham Park and Ride Site and Duke's Cut Bridges)

21. This element of the Scheme involves widening of the existing single carriageway road to provide both dedicated east and westbound bus lanes with complimentary junction and active travel improvements along the A40 from the proposed new park and ride to Duke's Cut bridges west of the A34 viaduct. The Scheme will provide dedicated highway capacity for bus services and improve bus journey times and reliability along this section of the A40.
22. The Scheme proposals include a 6.5km bus route running eastbound and westbound along the A40 between Eynsham Park and Ride towards Duke's Cut to provide a more reliable public transport service.
23. The speed limit on this section of the A40 will be 40mph between the Park & Ride Junction and the Lower road Roundabout and will be 50mph between the Lower Road roundabout and Dukes Cut.
24. The Scheme also involves the following:
 - Improved shared footways and cycle paths running parallel to the new bus lanes
 - New signalised crossing facilities for pedestrians and cyclists along the A40 through Eynsham
 - New signalised junction at the Eynsham Park and Ride site with controlled pedestrian crossings and access point for the West Eynsham Strategic Development Area (SDA)
 - Widening works to Cassington New Bridge to accommodate the new bus lanes. New shared cycle/pedestrian bridges running parallel to Cassington Halt Bridge

- Junction improvement works at Witney Road, Lower Road Roundabout and Cassington Signals
25. The Scheme includes features (such as traffic signal prioritisation) that are designed to improve bus journey times and reliability. It will also improve the current shared use footways and cycleways on the north and south sides of the A40 carriageway. The overall objective of this element is to improve public transport provision along the route, while providing safe and attractive facilities for pedestrian and cyclists.

Element 3 - A40 Duke's Cut Bridge Works

26. This Element of the Scheme include works to bridge structures in the Duke's Cut area, creating space for a new eastbound bus lane and shared use walking and cycling path improvements along this section of the A40. A new shared path for pedestrians and cyclists from the A40 to the Oxford Canal tow path / NCN Route 5 is also proposed. The Scheme will provide dedicated highway capacity for bus services and improve bus journey times and reliability along this section of the A40. The speed limit on Dukes Cut will be 40mph reducing to 30 mph on approach to the North Oxford site.
27. The Scheme proposals include a new eastbound bus lane along a 600m section of the A40 at Duke's Cut which will link up to the A40 Integrated Bus Lanes scheme to the west and the eastbound bus lane which is being delivered as part of the Oxford North scheme to the east. The Scheme also involves the following proposals:
- Works to Wolvercote Railway Bridge to provide capacity to accommodate the eastbound bus lane.
 - Strengthening works to Wolvercote Railway Bridge to accommodate the bus lane.
 - New shared use pedestrian and cycle path to connect the A40 to the Oxford Canal tow path which is part of National Cycle Route 5.
 - Footpath along the northside and shared footway / cycleway along the southern side of the A40.
28. The Scheme is designed to improve bus journey times and reliability. With the planned A40 eastbound bus lane as part of the Oxford North development, there will be a continuous bus lane through to Wolvercote roundabout. It also includes cycling infrastructure, which will provide a safe and easy connection for cyclists between the A40 Eynsham-Oxford cycleway to access the Oxford Canal towpath on National Cycle Network (NCN Route 5) from the, providing a direct, off-road cycling route between Oxford city centre and Witney.
29. The HIF2 Scheme infrastructure package is essential to enable the delivery of housing and support employment growth in the West Oxfordshire area in line

with the West Oxfordshire Local Plan and Oxfordshire's Housing and Growth Deal. 4,813 new homes at four major development sites (at North Witney, East Witney, Salt Cross Garden Village and West Eynsham) are directly dependent on the HIF2 infrastructure. The investment will manage the impact of growth and promote sustainable travel in order to enable residential and commercial development to be built.

30. The HIF2 Scheme will mitigate the impact of increased transport demand generated by housing growth by increasing the highway capacity of the A40 between Witney and Eynsham, while providing a high-quality, fast and reliable public transport alternative to car travel between Witney, Eynsham and Oxford. The transport improvements will ensure an efficient and safe highway network that can accommodate the additional travel demands through enabling significant shifts in travel demand to public transport and active travel.
31. Interchange would be made possible at Eynsham Park & Ride, part of the A40 Science Transit 2 (STP2) project.
32. Officers have developed a robust delivery programme for the project which is maintained and updated regularly alongside costs and risk registers.

Explanation of Statutory Powers

33. The Council is the Local Highways Authority (the "LHA") for the area in which the Order Land is situated. By virtue of Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Part II and III to Schedule 2, and Schedule 3 to the Acquisition of Land Act 1981, the Council has the power to acquire compulsorily any land in its area for highway purposes.
34. The Guidance published by the Department for Levelling Up, Housing and Communities (latest version - July 2019) ("the Guidance") provides updated guidance on the use of compulsory purchase powers. In accordance with the Guidance, the purpose for which an authority seeks to acquire land will determine the statutory power under which compulsory purchase is sought. The Guidance advises that acquiring authorities should look to use *'the most specific power available for the purpose in mind, and only use a general power where unavoidable'*. The Council relies on the provisions of Part XII of the Highways Act 1980, which provide the specific powers in respect of the compulsory acquisition of land for highway purposes.
35. The Council has been seeking to negotiate the acquisition of all of the legal interests in the land required for the construction of the HIF2 Scheme by agreement and has been successful in agreeing terms for the acquisition of some parts of the land. The Council does, however, need to utilise its powers under the Highways Act 1980 (as amended) and the Acquisition of Land Act 1981 because it considers that it may not be possible to agree terms for the acquisition of all the remaining interests in the land required to facilitate construction of the Scheme. In accordance with Guidance, the Council is therefore using its powers to compulsorily acquire the remaining interests as a matter of last resort, with efforts to acquire interests by private treaty continuing

in parallel with this process right up to confirmation and implementation of the CPO.

36. Having regard to the nature of the proposals and the advice set out in the Guidance, Cabinet is advised that the powers available to it under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Part II and III to Schedule 2, and Schedule 3 to the Acquisition of Land Act 1981 are the most appropriate powers to use in order to achieve its objectives for this part of Oxfordshire.
37. The SRO will authorise the stopping-up, amendment, diversion, improvement and creation of new lengths of highway or reclassification of existing highways, along with the stopping up and re-provision (where necessary) of private means of access to premises and land. The CPO will include land that is required to enable the works authorised by the SRO to be carried out. The SRO gives authority to the CPO and the CPO cannot, therefore, be made without the SRO having first been made (i.e., sealed and executed by the Council), though this will happen immediately consecutively.
38. A recommendation to this report seeks delegation to officers to amend the Orders. These amendments will be limited to any minor modifications to the Orders and the Statement of Reasons, including changes to ensure that the Statement of Reasons is as up to date as possible at the time of making of the Orders.

Location and Description of Order Land

39. Details of the land interests to be acquired are set out in the Schedule to the Order and are shown shaded in pink on the Map. The land where new rights are sought is shaded blue on the Map.
40. The Order Land is located within the boundaries of the West Oxfordshire district. It is bounded to the north by a mixture of farmland and open space together with the proposed Salt Cross Garden Village and Cassington village. To the south the land is similarly bounded by a mixture of farmland and open space including watercourses, plus Eynsham village and the proposed West Eynsham development site. To the eastern end in the Dukes Cut area the Scheme crosses a canal in two places and a non-electrified railway.
41. The Order Land generally falls in three sections aligned to the three sections of the Scheme running west to east as follows:
 - Western: running from Hill Farm access point in an easterly direction to the location of the proposed Park & Ride facility at Cuckoo Lane where an extension to the existing dual carriageway will be introduced.
 - Central: running from the Park & Ride site east where the A40 will be widened and upgraded.
 - Eastern: a short section of the A40 widened to the north and upgraded, tied in to the now under construction A40 Oxford North highway improvement scheme.

42. Section 8 of the Joint Statement of Reasons accompanying the CPO and the SRO contains a more detailed analysis of the Order Land and of current land uses to be found within the Order Land and should be considered fully by Cabinet when considering whether there is a compelling case in the public interest for the Scheme and the use of statutory powers of compulsory purchase.

The Need for and Benefits of the Scheme

43. A detailed rationale behind the need for the HIF2 Scheme was set out within the report to June Cabinet in June 2021 (2021/059).
44. In brief the reasons can be described as follows:

Economic

- Directly unlocking strategic housing development sites at East and North Witney and West Eynsham as well as the Salt Cross Garden Village development site, which includes an 80,000m² Science Park (4,500 jobs)
 - Addressing identified housing need, including affordable homes for West Oxfordshire and the County
 - Address transport challenges, in particular improving transport connectivity along the corridor and particularly to employment in Oxford and the strategic east-west movement.
45. This initial economic assessment reinforces the case for the Scheme and in line with Department for Transport's Value for Money Framework the Preferred Option represents high value for money for the taxpayer.

Environmental

- A minimum of 10% biodiversity net gain is to be achieved as a direct result of the scheme. This net gain will be kept local to the scheme boundary.
- A positive impact on air quality and noise with the scheme in place and considering future development in the area.

Social

- Individual and collective health benefits from a mode shift away from car use and an increase in walking and cycling
- A reduction in community severance due to enhanced infrastructure for active travel users allowing safer travel routes both east to west and north to south, helping to alleviate concerns around the A40 being a barrier to movement.

Highway

- Increased capacity between Witney and the proposed Eynsham Park & Ride Site

- Management and control of traffic movements along the A40 at Eynsham and east to the Wolvercote Roundabout
- Improved journey time reliability
- Highway safety improvements and a subsequent reduction in accidents due to an improved highway design and environment that considers the needs and priorities of all road users.

Transport Network

- The provision of Bus Lanes between the proposed Eynsham Park & Ride and Wolvercote Roundabout will provide improved bus journey times and reliability. This would reduce bus operating costs and improve resilience which would provide the opportunity for enhanced bus services in terms of bus frequencies routes and connectivity.
 - Improved Walking and Cycling infrastructure both along and across the A40 which will help facilitate and encourage mode shift.
 - The improved infrastructure would include a number of high quality at grade controlled and uncontrolled crossings across the A40 that will help facilitate safe crossing of the A40 and cater for the forecast increase in walking and cycling demand due to the proposed dependent developments.
46. The proposed infrastructure will enhance the operation of the existing network whilst providing those wider opportunities for users of the A40 corridor to travel by alternative modes.

Planning Policy Considerations

47. In making the Orders, the Council must have regard to national policy, the development plan and other relevant local policy and guidance, together with any other material considerations as required by Sections 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the 1990 Act.
48. The relevant national planning policy is contained the National Planning Policy Framework (NPPF) and the relevant Development Plan which comprises the West Oxfordshire Local Plan 2031, the emerging Area Action Plan and Oxfordshire Local Transport Plan 4.
49. A detailed analysis and consideration of the planning policy context can be found in the Joint Statement of Reasons, attached at Annex A.

Legal Implications - The Need for Use of Statutory Powers

50. The following set out at a high level the key aspects of using the compulsory purchase order powers.

Appropriateness of Powers

51. The Scheme is a highways scheme and, as such, the Council has statutory powers available for the compulsory acquisition of land and rights to facilitate the Scheme in Part XII of the Highways Act, which are considered to be the most appropriate powers under which to exercise the Council's powers of compulsory acquisition.
52. Sections 239 and 240 are concerned with the general powers of highway authorities to acquire land for the construction and improvement of highways, for the improvement or development of frontages to a highway or land adjoining thereto, and for use of land in connection with the construction or improvement of a highway or the carrying out of other works authorised by a side roads order under Section 14 of the 1980 Act. Section 246 provides a power to acquire land for mitigating the adverse effects of the existence or use of a highway constructed or improved on its surroundings. Section 250 provides that land acquisition powers may extend to the creation as well as acquisition of rights, and Section 260 relates to the clearance of title to land acquired by the Council for statutory purposes.
53. The SRO is required in order to facilitate the delivery of the Scheme pursuant to the Acquiring Authority's powers under Sections 14 and 125 of the Highways Act 1980.

Need for Compulsory Acquisition

54. The Council has made and will continue to make every effort to acquire all necessary interests in and rights over land required to deliver the Scheme (and will continue to do so in parallel to the compulsory purchase process) but it recognises that it may not be possible to agree terms for the acquisition of all the remaining interests. The acquisition of all relevant interests is necessary to enable the delivery of the Scheme.

Public Interest Test

55. The Guidance advises that a compulsory purchase order should only be made where there is a compelling case in the public interest. Members should satisfy themselves in approving this report that this requirement is satisfied. Officers consider that the benefits summarised in this report and in the Statement of Reasons provide a compelling case in the public interest, which justifies the compulsory acquisition of the Order Land.
56. These legal implications have been prepared by TLT Solicitors LLP as the Council's appointed legal advisors.

Comments checked by:
Jayne Pringle, Interim Principal Solicitor

Consideration of Human Rights

57. The following articles of the Convention are relevant to the determination as to whether the Order should be made:
- i) Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. Any interference with possessions must be proportionate and, in determining whether a particular measure is proportionate, a fair balance must be struck between the public benefit sought and the interference with the rights in question;
 - ii) Article 6 entitles those affected by the powers sought in the Order to a fair and public hearing by an independent and impartial tribunal;
 - iii) Article 8 protects the right of the individual to respect for his private and family life, his home and his correspondence. A public authority cannot interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, inter alia, national security, public safety or the economic wellbeing of the country.
58. The Guidance explains that a compulsory purchase order should only be made where there is “a compelling case in the public interest”. The Guidance makes it clear that an acquiring authority should be sure that the purposes for which it is making a compulsory purchase order sufficiently justify interfering with the human rights of those with an interest in the land affected. In making this assessment, an acquiring authority should have regard, in particular, to the provisions of Article 1 of the First Protocol and Article 6 of the Convention and, in the case of a dwelling, Article 8 of the Convention. These are summarised and considered in detail in the Joint Statement of Reasons.
59. In considering the justification for the CPO and the SRO, careful consideration has been given by officers to the balance to be struck between the effect of acquisition on individual rights and the wider public interest in the delivery of the highway improvement scheme. The compulsory acquisition of land and rights is required in order to deliver the Scheme. Interference with Convention rights is considered to be proportionate and justified in order to secure the construction of the Scheme and its associated benefits.

Financial Implications

60. The total Scheme cost to completion remains at **£106.756m**, as previously reported to Cabinet.
61. The project is entirely funded by Housing Infrastructure Fund grant to a capped value of £106.756m and, following the approval of the recommendations as set out in the report to Cabinet in June 2021 (2021/059), a Deed of Variation to the

Grant Determination Agreement (GDA) with Homes England was entered into on 25th November 2021.

Comments checked by:
Rob Finlayson, Finance business Partner

Equality & Inclusion Implications

62. The equalities implications of the HIF2 Scheme have been assessed robustly through the design development stages of the scheme and in reaching the preferred option. These equalities implications have been considered in line with the Equality Act 2010 through the completion of an Equality Impact Assessment (EqIA) 14/12/2021, now appended to the Statement of Reasons.
63. The Public Sector Equality Duty (PSED), to which the County Council is also subject, places additional obligations on public sector bodies to eliminate discrimination, advance equality of opportunity and foster good relations. Recognising and complying with these higher standards is required to discharge the PSED. In particular, steps must be taken to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share that characteristic.
64. Work towards this has already taken the form of considering the safety of all pedestrians, cyclists, and horse-riders through a Walking, Cycling and Horse-Riding Assessment & Review which will form part of the information presented at planning.
65. Reviewing the EqIA and the County Council's PSED will be a continuous process throughout the subsequent stages of scheme development.

Sustainability Implications

66. The HIF2 Scheme alongside the complimentary STP2 project is designed to promote sustainable modes of travel for access into Oxford by commuting traffic by modal shift away from the private vehicle and on to public transport or by walking and cycling. In reducing traffic congestion levels this has positive impacts on air quality and carbon emissions.
67. The delivery of the Scheme, alongside other planned transport investment on the A40 corridor, will form a core part of the promotion of more sustainable forms of travel for the new developments planned for the West Oxfordshire area. This will be teamed with promotional activities to achieve the cultural shift required.
68. The Scheme design has also been developed to offset any bio-diversity net loss and provision of improved environment and habitat for wildlife, providing a 10% net gain in biodiversity as a direct result of its implementation.

Risk Management

69. Key risks to Scheme delivery and their relevant mitigation and management were discussed in detail within the report to January 2022 Cabinet as listed within the background papers. A detailed risk register is being maintained.
70. These risks, particularly those relating to property acquisition are still relevant and are being mitigated by the progress that has been made in relation to land purchase and the potential to compulsory purchase if necessary.
71. The risks will be managed and monitored on an ongoing basis as part of the overall governance of the project.

Consultations

72. An online public consultation was undertaken between May and June 2021.
73. A detailed summary of the content, format and response to the aforementioned public consultation, undertaken to inform the detail of the Scheme proposals, was set out within the report to Cabinet in July 2021, now listed as a background paper.
74. The July report also set out how the Scheme had been changed to reflect the feedback offered and how stakeholders would continue to be engaged throughout subsequent stages of delivery. Based on these changes and continued engagement, this paper set out the preferred options for each of the three elements of the scheme, which are now approved.
75. A detailed consideration of the consultation undertaken to inform the Scheme can be found in the draft Joint Statement of Reasons, attached at Annex A.

Bill Cotton
Corporate Director for Environment and Place

Annexes:

Annex A – Draft Joint Statement of Reasons
Annex B – Draft CPO Schedule and Plans, draft SRO Schedule and Plans

Background papers: Cabinet report – June 2021 – FP 2021/059: A40 HIF2
Smart Corridor – In Principle Use of Statutory Powers

Cabinet report – July 2021 – FP 2021/082: A40 HIF2
Smart Corridor – Preferred Options and Funding

Cabinet report – January 2022 – FP 2021/131: A40 HIF2
Smart Corridor – Compulsory Purchase and Side Road
Orders

Contact Officer:

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April 2022

Divisions Affected - Countywide

CABINET 26 April 2022

Highway Works Bond for Development with Public Bodies

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to** delegate powers to negotiate and put in place alternative solutions to a conventional Section 278 Agreement Bond with Public Bodies to the Corporate Director for Environment and Place in consultation with the Director of Finance.

Executive Summary

2. This report addresses the situation where a standard bond or security deposit cannot or should not be given because of the status of a Public Body or the project being undertaken by that Public Body.
3. Securing a financial bond or security deposit through the 'Section 278 Agreement Standard Conditions' is standard practice and covers the potential financial risk to Oxfordshire County Council if highway work needs to be completed or rectified should a developer default in any way.
4. Recently, it has become apparent when working with public bodies, that securing a bond or security deposit is not always appropriate or possible. Applying the standard bond or security deposit to public bodies means that there is a cost to the public purse.
5. Therefore, flexibility is sought through delegated powers to negotiate and put in place alternative arrangements and vary the standard conditions without requiring referral to Cabinet. This will provide process agility and save time.
6. The delegated powers and alternative options are described in paragraphs 13 - 16.

Background

7. The standard conditions associated with the Highways Act 1980 S278 Agreements were adopted most recently by Cabinet in 2016. Any departure from the standard conditions currently requires Cabinet approval.
8. The term “Public Body” is used to describe Government Departments and their Arm’s Length Bodies and Councils of all tiers within the Local Government umbrella. Such bodies include Network Rail, National Highways, the Environment Agency, the Department for Education, Oxford City Council, Cherwell District Council, West Oxfordshire District Council, South Oxfordshire District Council, Vale of White Horse District Council and the Town and Parish Councils.
9. A recent example requiring a departure from the standard conditions were Network Rail who are now treated like a Government Department, since the Framework Agreement between Department for Transport and Network Rail was signed in 2019. This agreement includes a duty on Network Rail to adhere to the guidelines in ‘Managing Public Money’, requiring the Department for Transport to give written approval to enter a bond. In their view a waste of public money as it occurred between two public bodies such as Network Rail and Oxfordshire County Council.
10. Oxfordshire County Council Legal Services investigated this stance, and it does hold legal weight. Legal Services also determined that the situation with regards to adhering to ‘Managing Public Money’ is now the same for Environment Agency schemes as for Network Rail.
11. Similar situations also arise with other public organisations, e.g. Oxford City Council, District Councils, Town and Parish Councils, where consideration is given to whether a bond from such a Public Body is appropriate if it is merely exercising its public functions.
12. The instances of this ‘bond’ situation occurring could reasonably be expected to increase and flexibility is now required to put in place alternative arrangements or withdraw the need for a bond at all, when dealing with a public body. Hence, delegated powers are sought to allow for this process agility and saving time in seeking Cabinet approval for every instance of departure from this standard condition.

Details of the Proposal

Proposed Delegated Powers

13. The procedure recommended for approval is that the officers identify at the earliest possible stage of any development if a public body is the sponsor and where a bond or security deposit as per the ‘Section 278 Agreement Standard Conditions may not be appropriate.

14. The Corporate Director for Environment and Place through delegated powers and where applicable the Director of Finance would be authorised to sign off bond alternatives below £5,000,000. Where the value is £5,000,000 or more then alternatives would still require Cabinet approval.
15. So that the risk to Oxfordshire County Council is reduced, alternative options to the standard bond or security deposit will be considered and these include:
 - a. If Oxfordshire County Council are making a financial contribution to the Project, it may be agreed with the public body that a sum equivalent to the bond sum is withheld until work is completed and the defects period expires. Essentially, this is a retention and has been done on some School and Rail Projects and conforms to the basic principle of the Standard Conditions.
 - b. Other local government bodies such as Oxford City Council and District Councils in Oxfordshire have in the past on occasion provided a self-Bond. That is the Council enters a Bond with the County Council where it acts as the surety and the County Council can call on the Bond where there has been a default.
 - c. It may be possible for the main contractor to enter into the agreement on the public bodies behalf and provide a bond.
 - d. For some District council developments where the organisation is carrying out their statutory duty then they should not be expected to provide any kind of bond, for example any highway works associated with provision of new Council Housing unless the impact of the works on the highway network would be substantial and/or the value of the works is significant.
16. The Corporate Director would be authorised through these delegated powers to grant permission for a development to proceed without a bond or alternative where the developer is a public body.

Corporate Policies and Priorities

17. This will support Oxfordshire County Council with working collaboratively with Government Departments and their Arm's Length Bodies on major infrastructure schemes which benefit the public. It will help Oxfordshire County Council to work more flexibly with local District and Parish Council partners on mutually beneficial schemes. Where this approach is appropriate, it will also help to save time and expense for both parties, and ultimately the tax payer.

Financial Implications

18. The 'no-bond' options will introduce a potential financial risk to Oxfordshire County Council. The risk would be that Oxfordshire County Council were required to complete substantial portions of the associated highway work but then were not successful with a pursuit of compensation for this from the Public Body involved. However, it is extremely unlikely that the Public Body

themselves would suddenly cease to exist in any form in the way that a private developer might. There is also an inherent duty for the Public Body to work with Oxfordshire County Council to complete the work out of Public Interest.

19. There are no financial implications to the other options as they would all mitigate the financial risk to Oxfordshire County Council of the public body defaulting on the work.
20. The officer time in following through the process outlined above (as opposed to processing a standard bond) can either be charged to the Public Body by agreement or will be funded through the team's base revenue budget.

Comments checked by:

Kathy Wilcox (Head of Financial Strategy) and Rob Finlayson (Finance Business Partner)

Legal Implications

21. Bonds for highway works are standard throughout the construction industry. They are an invaluable tool which enables the highway authority to obtain quick redress where there has been a significant default by the developer, either in failing to complete works or carrying them out badly.
22. On occasions in the past Oxfordshire County Council has threatened to call in a bond and the developer has then carried out the necessary remedial works immediately. A bond is an additional legal mechanism which enables the Council to resolve a substantial problem without the need engage in the lengthy process of commencing legal proceedings for breach of contract.
23. The alternative solutions to a bond identified in the report are welcome and have been adopted in the past where the circumstances justified such an approach. Oxfordshire County Council must accept that the Government guidance "Managing Public Money" is in practice a barrier to national public bodies or Government Departments providing a bond and seeking alternatives if possible is therefore the right approach.

Comments checked by:

David Mytton (Solicitor) david.mytton@oxfordshire.gov.uk

Staff Implications

24. This would not require any additional resources and would be considered as business as usual.

Equality & Inclusion Implications

25. No implications in respect of equalities or inclusion have been identified in respect of the proposal.

Sustainability Implications

26. No implications in respect of sustainability have been identified in respect of the proposal.

Risk Management

27. Oxfordshire County Council would still be covered under any alternative arrangements against any potential financial risk because of needing to either finish or re-instate any partly completed and abandoned schemes, or to rectify any defects if the developer fails to rectify these in good time.
28. Where no bond is required then there would be a potential financial risk to Oxfordshire County Council. However, this option would only be considered appropriate for a Public Body who would be able to cover the financial risk even if Oxfordshire County Council needed to resort to legal measures of enforcement.

Bill Cotton
Corporate Director for Environment and Place

Annex: None
Background papers: None
Other Documents: None

Contact Officer: Julian Richardson, Senior Engineer
julian.richardson@oxfordshire.gov.uk

April 2022

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Division(s): N/A

CABINET – 26 April 2022

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Cabinet, 24 May 2022

| Topic/Decision | Portfolio/Ref |
|---|--|
| <ul style="list-style-type: none"> ▪ A40 Access to Witney - Compulsory Purchase Order and Side Road Orders To seek approval of the Statement of Reasons and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders. | Cabinet, 2022/012 - Cabinet Member for Travel & Development Strategy |
| <ul style="list-style-type: none"> ▪ Climate Action Update To seek approval of the Climate Action Programme 2022-23 annual delivery plan and the Carbon Management Plan 2022-25. | Cabinet, 2022/018 - Cabinet Member for Climate Change Delivery & Environment |
| <ul style="list-style-type: none"> ▪ Didcot Garden Town HIF1 - Compulsory Purchase and Side Road Orders To seek approval of the Statement of Reasons and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders. | Cabinet, 2021/134 - Cabinet Member for Travel & Development Strategy |
| <ul style="list-style-type: none"> ▪ HIF1 Grant Determination Agreement GDA presented to Cabinet for consideration and approval. | Cabinet, 2022/045 - Cabinet Member for Travel & Development Strategy |
| <ul style="list-style-type: none"> ▪ Library and Heritage Strategy To seek approval and delegated responsibility to Portfolio Holder and Directors to implement the strategy. | Cabinet, 2021/234 - Cabinet Member for Community Services & Safety |
| <ul style="list-style-type: none"> ▪ National Bus Strategy - Enhanced Partnership To seek approval of the Enhanced Partnership. | Cabinet, 2021/214 - Cabinet Member for Highway Management |
| <ul style="list-style-type: none"> ▪ Appointments 2021/22 To consider member appointments to a variety of bodies which in different ways support the discharge of the Council's Executive functions. | Cabinet, 2021/219 - Leader |

CA10

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|---|--|
| <ul style="list-style-type: none"> ▪ Customer Experience Strategy To seek approval and delegated responsibility to Portfolio Holder and Directors to implement the strategy. | <p>Cabinet, 2021/235 - Cabinet Member for Corporate Services</p> |
| <ul style="list-style-type: none"> ▪ Local Area SEND Strategy Sign off of Local Area SEND Strategy (only outstanding item on OCC Ofsted/CQC Written Statement of Action, subject to monitoring visit on 6th June 2022 by DfE/NHS England who expect Local Area SEND Strategy to be signed off and published in advance). | <p>Cabinet, 2022/046 - Deputy Leader of the Council</p> |
| <ul style="list-style-type: none"> ▪ Oxfordshire Food Strategy To seek approval of the Oxfordshire Food Strategy and agree the actions that the County Council will undertake. <p>Joint Responsibilities: Cabinet Member for Climate Change Delivery & Environment and Cabinet Member for Public Health & Equality</p> | <p>Cabinet, 2021/129 - Cabinet Member for Climate Change Delivery & Environment, Cabinet Member for Public Health & Equality</p> |
| <ul style="list-style-type: none"> ▪ Section 101 Agreement with London Borough of Bromley Entering in to an s101 Agreement with London Borough of Bromley, authorising Bromley to undertake a prosecution in relation to an Oxfordshire resident. | <p>Cabinet, 2022/047 - Cabinet Member for Community Services & Safety</p> |

Deputy Leader of the Council, 24 May 2022

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| <ul style="list-style-type: none"> ▪ Proposed Expansion of Woodstock CE Primary School To seek statutory approval to expand to 2 forms of entry. | <p>Deputy Leader of the Council, 2021/231</p> |
|--|---|

Cabinet Member for Highway Management, 26 May 2022

| | |
|---|--|
| <ul style="list-style-type: none"> ▪ Charlbury - B4437 Forest Road - proposed extension of 30mph speed limit A decision is sought on a proposed extension of a 30mph speed limit. | <p>Cabinet Member for Highway Management, 2022/031</p> |
| <ul style="list-style-type: none"> ▪ Eynsham proposed 20mph and 40mph speed limits A decision is sought on proposed 20 mph and 40mph speed limit restrictions. | <p>Cabinet Member for Highway Management,</p> |

CA10

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|--|---|
| | 2022/042 |
| <p>▪ Oxford- Elms Drive – proposed amendment to Controlled Parking Zone restrictions A decision is sought on a proposed amendment to the Marston North Controlled Parking Zone in respect of Elms Drive.</p> | Cabinet Member for Highway Management, 2022/035 |
| <p>▪ Oxford: First Turn and Godstow Road, Wolvercote - Proposed Amendment to Waiting Restrictions and Zebra Crossing Clearway To seek approval of the proposals.</p> | Cabinet Member for Highway Management, 2021/204 |
| <p>▪ Oxford: Gosford & Yarnton A44 - Proposed 40mph Speed Limit and Bus Lane To seek approval of the proposals.</p> | Cabinet Member for Highway Management, 2022/011 |
| <p>▪ Oxford- various locations A decision is sought on proposed amendments to parking permit eligibility.</p> | Cabinet Member for Highway Management, 2022/030 |
| <p>▪ Oxford- various locations – proposed new and deleted Disabled Persons parking Places A decision is sought on proposed new and deleted disabled persons parking places.</p> | Cabinet Member for Highway Management, 2022/034 |
| <p>▪ Thame – Wellington Street – proposed zebra crossing A decision is sought on a proposed zebra crossing.</p> | Cabinet Member for Highway Management, 2022/033 |
| <p>▪ Wantage: A417 at Eastern Access to Crab Hill Development - Bus Lane Access To seek approval of the proposals.</p> | Cabinet Member for Highway Management, 2021/181 |
| <p>▪ Woodcote: Reading Road proposed extension of 30mph speed limit and bus stop clearways A decision is sought on a proposed extension of a 30mph speed limit and bus stop clearways.</p> | Cabinet Member for Highway Management, 2022/041 |
| <p>▪ Woodstock – town centre – proposed pay and display parking places, residents permit parking and waiting restrictions A decision is sought on proposed pay and display parking places, residents permit parking and waiting restrictions.</p> | Cabinet Member for Highway Management, 2022/039 |

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