



To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 15 February 2022 at 2.00 pm

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

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

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

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

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

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

Yvonne Rees
Chief Executive

February 2022

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

Membership

Councillors

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

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

Date of next meeting: 15 March 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 - 18)

To approve the minutes of the meeting held on 18 January 2022 (CA3) and to receive information arising from them.

4. Questions from County Councillors

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

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

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

5. Petitions and Public Address

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

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

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

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

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

6. Consultation and Engagement Strategy (Pages 19 - 36)

Cabinet Member: Corporate Services

Forward Plan Ref: 2021/165

Contact: Kerry Middleton, Head of Communications, Marketing & Engagement Tel: 07586 479081

Report by Corporate Director Customers, Organisational Development and Resources (CA6).

To seek approval of the overall consultation and engagement approach and proposals within the Cabinet paper submitted.

The Cabinet is RECOMMENDED to

- a) **consider the contents of the draft strategy and provide feedback to the Cabinet lead member for corporate services, the corporate director for customers organisational development and resources and supporting officers; and**
- b) **endorse the content of the strategy.**

7. OCC Social Value Policy (Pages 37 - 70)

Cabinet Member: Finance

Forward Plan Ref: 2021/223

Contact: Becky Spencer, Procurement Policy & Governance Officer Tel: 07912 476711

Report by Director of Law & Governance (CA7).

The purpose of this report is to advise Cabinet on progress towards introducing a Social Value Policy for Oxfordshire County Council, and to request the approvals set out in the Recommendations.

The Cabinet is RECOMMENDED to:

- a) **Approve the draft Social Value Policy, provided as an annex to this report;**
- b) **Approve the planned implementation of the Social Value Policy, as outlined below.**

8. Oxfordshire Infrastructure Strategy (OxIS) Stage 1 - Endorsement to Final Report (Pages 71 - 122)

Cabinet Member: Travel & Development Strategy

Forward Plan Ref: 2021/163

Contact: John Disley, Infrastructure Strategy & Policy Manager Tel: 07767 006742 / James Gagg, Principal Infrastructure Planner Tel: 07776 997303

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

Annex 1b is published as a Supplementary Document due to its large size.

This report introduces the completed, updated first stage of the Oxfordshire Infrastructure Strategy (OxIS), which covers the identification and prioritisation of strategic infrastructure needs to 2040. It asks the Cabinet to endorse Stage 1 of OxIS and to recommend its adoption as the basis for infrastructure assessment and prioritisation in other relevant workstreams. OxIS has been undertaken as a partnership project with District Councils and other Stakeholders, and this Cabinet report follows consideration of endorsement of OxIS Stage 1 by the Future Oxfordshire Partnership on 25th January.

The Cabinet is RECOMMENDED to

- a) Endorse the OxIS Stage 1 as the framework for assessing and identifying strategic infrastructure priorities across the County to 2040, and**
- b) Endorse the use of the OxIS multi-criteria appraisal (MCA) as the basis for the on-going assessment and prioritisation of infrastructure in relevant Council workstreams.**

9. Burford Experimental Weight Limit (Pages 123 - 218)

Forward Plan Ref: 2021/196

Contact: Natalie Moore, Transport Planner Tel: 07917 534327

Report by Director of Law & Governance (**CA9**).

A delegated decision taken by the Cabinet Member for Travel Development and Strategy on the Burford Experimental Weight Limit on 5 January 2022 was called in for review by request of 14 Councillors.

This report includes the executive response to the Burford Experimental Weight Limit – Call In Recommendations of the Place Overview and Scrutiny Committee 2 February 2022

The Cabinet is RECOMMENDED to:-

- a) Receive the referral made by the Place Overview & Scrutiny Committee following its consideration of a call-in request made on the 2 February 2022 on the decision regarding the Burford Experimental Weight Limit**

- b) **Reconsider the original decision taken by the Cabinet Member for Travel and Development Strategy, in light of the concerns raised by the Place Overview & Scrutiny Committee as listed in paragraph 5 of this report.**

10. Formal Approval of Early Years Funding Formula 2022/23 (Pages 219 - 224)

Forward Plan Ref: 2021/186

Contact: Sarah Fogden, Finance Business Partner Tel: 07557 082613

Report by Director for Children's Services (**CA10**).

The local authority is required to set a funding formula for 2- year old and for 3 and 4 year old provision.

Cabinet is RECOMMENDED to: -

- a) **Pass the funding increase received by Oxfordshire onto providers in full and approve the 2022-23 Early Years funding formula for 3 and 4- year old provision with an underlying hourly rate of £4.35 (excluding the Deprivation supplement, SEN Inclusion Fund and Contingency).**
- b) **Pass the funding increase received by Oxfordshire onto providers in full and approve the 2022-23 Early Years funding formula for 2- year old provision at an hourly rate of £5.89.**

11. Forward Plan and Future Business (Pages 225 - 230)

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 **CA11**. This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.

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

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

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CABINET

MINUTES of the meeting held on Tuesday, 18 January 2022 commencing at 2.00 pm 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 Neil Fawcett
Councillor Dr Pete Sudbury
Councillor Tim Bearder
Councillor Calum Miller
Councillor Jenny Hannaby
Councillor Mark Lygo

Cabinet Member attending remotely:

Councillor Duncan Enright

Other Members in Attendance:

Councillors David Bartholomew, Yvonne Constance, Ted Fenton, Donna Ford, Andrew Gant, Andy Graham, Nick Leverton, Dan Levy, Kieron Mallon, Ian Middleton, Michael O'Connor, Eddie Reeves, Nigel Simpson, Liam Walker

Officers:

Whole of meeting Steve Jorden, Corporate Director Commercial Development, Assets and Investment; Stephen Chandler, Corporate Director for Adult & Housing Services; Corporate Director Environment & Place; Kevin Gordon, Corporate Director for Children's Services; Anita Bradley, Director for Law & Governance and Monitoring Officer; Lorna Baxter, Director for Finance; Colm Ó Caomhánaigh and Lucy Tyrrell, Committee Secretaries.

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.

1/22 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

There were no apologies. Councillor Duncan Enright attended remotely.

2/22 DECLARATIONS OF INTEREST

(Agenda Item. 2)

Councillor Calum Miller declared a non-pecuniary interest on Item 11 as he was a coach with Gosford All-Blacks Rugby Club.

3/22 MINUTES

(Agenda Item. 3)

The minutes of the meeting held on 21 December 2021 were approved and signed.

4/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

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

5/22 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The Chair agreed the following speakers.

Speakers

Item 6: Budget and Business Planning Report

Graham Jones

Bernadette Evans

Cllr Eddie Reeves

Cllr Michael O'Connor

Cllr David Bartholomew

Cllr Yvonne Constance

Item 7: Kidlington LCWIP

Christiaan Monden

Cllr Ian Middleton

Cllr Andrew Gant

Item 8: A40 HIF2 Smart Corridor

Cllr Dan Levy

Cllr Ian Middleton

Item 9: Traffic Management Act

City Cllr Alex Hollingsworth

Item 11: Land at Stratfield Brake, Kidlington

Jo Sandelson

John Hill

Cllr Ian Middleton

Cllr Andrew Gant

Cllr Nigel Simpson

Petition:

Caroline Raine presented a presentation on the discontinued No. 16 bus route. She stated that statistics showed that Littlemore and Donnington were among the most deprived areas, with an older population and a lack of facilities. The number 16 bus was important to the community for accessing health and community services, leisure facilities and schools. Many users described the bus service as a 'lifeline'. The lack of a bus service will force many to drive causing congestion and increased emissions, contrary to the policies being pursued in the Local Transport and Connectivity Plan. She asked that the Council provide a subsidy to allow the route to operate.

Councillor Tim Bearder, Cabinet Member for Highway Management, thanked Caroline Raine for the petition which highlighted important points. He emphasised that the city services were run by independent companies. Services had been impacted by Covid and they had to reduce costs to stay in business. The government had cut the funding for the Bus Service Improvement Plan. However, this administration's goal was to increase bus usage and provide more reliable services that can be profitable.

6/22 BUDGET & BUSINESS PLANNING REPORT - 2022/23 - JANUARY 2022

(Agenda Item. 6)

Cabinet had before it proposals for the Strategic Plan and related revenue budget for 2022/23, medium term financial strategy to 2025/26 capital programme to 2031/32 plus supporting policies, strategies and information. Before discussing the report, the Chair had agreed to hear a number of speakers.

Councillor Eddie Reeves, Chair of the Performance & Corporate Services Overview & Scrutiny Committee, reported the views of the scrutiny committee's discussions over two meetings. The points were agreed cross-party.

Their meeting on 10 December agreed recommendations which were outlined in the supplementary document attached to the Agenda. These included:

- the administration's priorities should be more clearly defined
- there should be Key Performance Indicators to ensure ongoing monitoring.
- the Corporate Plan should provide greater clarity around its environmental ambitions at strategic and measurable levels

It was unfortunate that the Committee's discussion on the capital programme had only taken place the day before this meeting however he summarised the nine main points agreed by that meeting:

- Climate Change and decarbonisation needed to be mainstreamed in the Capital Programme;
- Maximising social value should be part of the procurement policy;

- More to tackle economic and gender inequalities and possibly a future generations policy
- Consider allocation of unused borrowing and use of capital resources to improve SEND provision.
- Assess deliverability of capital projects before committing to them.

Councillor Michael O'Connor, Deputy Chair of the Performance & Corporate Services Overview & Scrutiny Committee, added that there would be a written report produced on the Committee's views on the Strategic Plan.

The Chair agreed that Cabinet would consider that report before finalising the proposals for Council on 8 February.

Councillor David Bartholomew, Shadow Cabinet Member for Finance, expressed disappointment that the papers for this item included a report from the Cabinet Member for Finance in the same standard format as officer reports which he described as a political and subjective document that should be clearly identified as such.

Councillor Bartholomew in particular noted the comment that the administration had 'inherited underfunding'. He stated that the universal expectation at the time of his administration had been that the pandemic would result in deflation and unemployment whereas the opposite had been the case.

He stated that he had a long record of drawing attention to financial concerns around the Kennington Bridge project. He welcomed the proposed re-assessment of major projects and hoped that the Cabinet would be consistent in its approach between its own projects and those it had inherited. Councillor Bartholomew also asked where the costs in unpicking the partnership with Cherwell District Council were taken account of in the budget.

Councillor Yvonne Constance stated that she wanted to correct the record in relation to comments in the report from the Cabinet Member for Finance on the previous administration in which she was Cabinet Member for Environment (including Transport) and which she believed implied incompetence.

Councillor Constance described the way in which costs on Kennington Bridge escalated as significant changes were made to the bridge design and the funding arrangements. An outline business case, such as that produced in Summer 2020, was expected to change. This was not due to over-optimism.

On the HIF1 project (Housing Infrastructure Fund), an increase in scope, uncertainty and delays led to increases in costs. She wanted to make it clear that officers were diligent and complete in their work at all stages.

Bernadette Evans addressed the meeting on behalf of Jericho Traders Association in opposition to the proposal to increase the charge for 3 hours parking in the area to £18. She believed that this would be the most expensive parking in Oxford and possibly the most expensive in the UK outside of London. She noted that parking for three hours in Summertown is £3.50, in Worcester Street £9.50, St Clements £4 and the Westgate £5. Putting up parking to £18 for three hours in Jericho

Jericho was probably the only high street in Oxfordshire with no empty shops. If this charge went ahead there would be economic consequences. It put the Westgate hospitality businesses at a huge commercial advantage over Jericho for day time custom. She asked Cabinet to delay this decision until it had a chance to discuss it properly.

Graham Jones stated that many businesses in Oxford had disappeared due to the pandemic. Those remaining need all the help they can get. Public transport, cycling and walking may be the main effective modes of transport but they cannot cover all needs. Use of these parking places had dropped significantly already because of the existing exorbitant charges. Further excessive charges will reduce, not increase the revenue from parking as customer resistance grows.

At the Westgate, primarily a location for multi chain shops, the parking charge for up to 2 hours was £4.00. Yet elsewhere in the city centre, the on street car parks, serving mainly the independent shopping, restaurant and cultural quarters, were more expensive already.

He asked Cabinet to defer a decision and come up with alternatives that will help businesses and jobs in Oxford and, possibly, improve the County's income at the same time.

Councillor Calum Miller, Cabinet Member for Finance, introduced the reports. This was the first budget for the Fair Deal Alliance and followed a consultation process that drew 1392 responses – more than twice last year. He thanked officers for all the work on the budget and consultation.

He had participated in the scrutiny committee discussions and a response to the recommendations from the first meeting was published just before this meeting. The Strategic Plan was being developed alongside the budget process and he believed that the links between priorities and spending will be made clear.

Councillor Miller added that the impact of the pandemic meant that it was a very hard time to set a budget. It had been hoped that the central government in its budget would respond, in particular to the challenges facing adult social care, but the Chancellor instructed that there be an increase in council tax and the adult social care precept. This will come through to residents next April.

Councillor Miller stated that the report in his name was intended to provide a narrative to accompany the more technical budget papers and explain the administration's intentions more clearly. In response to criticism of his comments that they had inherited underfunding, he stated that there were significant liabilities and debts left so that they inherited a negative position.

The new administration had ideas on how capital funding might be used to improve the situation for residents of Oxfordshire but instead they were going to have to provide extra funding for existing projects.

Councillor Miller drew attention to an improvement in the budget outlook of £6.8m as a result of grants and revenue updates however he emphasised that this was a one-off situation and these funds could not be used on anything that involved recurrent expenditure.

Councillor Glynis Phillips moved recommendation 1 a) emphasising that the version of the Strategic Plan in front of this meeting was a draft. She welcomed the engagement of the Performance & Corporate Services Overview & Scrutiny Committee and looked forward to seeing the written report on their comments. She would like to ensure that their comments were reflected in the version of the Plan put to Council on 8 February 2022.

The Chair proposed that recommendation 1a) be approved on that basis. This was agreed.

Councillor Tim Bearder thanked speakers for their comments on parking charges. He reminded Cabinet that they were committed to reducing car journeys in the city by 25% by 2030. However, he could understand the concerns raised in this case and was open to debate on the matter.

Councillor Pete Sudbury proposed an amendment to Annex A: on Agenda Page 63, the second set of charges under Oxford City Centre – Central Area to increase to £5 per hour and £15 for three hours instead of £6 and £18. This was seconded by Councillor Mark Lygo.

Councillor Miller responded that he did not have an estimate as to the financial effect of the amendment but he was happy to accept it.

The Chair further proposed that the Council engage in discussions with Oxford City Council who are responsible for setting many of the parking charges in the city. This and the amended charges were agreed.

Councillor Miller proposed recommendations 2 b) to 2 i) individually and they were agreed. He then proposed recommendations 3 j) to o) and they were agreed,

RESOLVED:

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

To RECOMMEND Council to:

- a) adopt the strategic plan.

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

To:

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

to RECOMMEND Council to:

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

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

to recommend Council to:

- j) approve the Capital and Investment Strategy for 2021/22 - 2031/32 (Section 5.1) including;

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

7/22 KIDLINGTON LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

(Agenda Item. 7)

Cabinet was asked to approve the Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) which set out a cycling and walking network plan for the village including links to neighbouring rural settlements and measures to improve the network over a ten-year timescale to 2031.

Before discussing the item Cabinet heard from a number of speakers:

Christiaan Monden was speaking as a Kidlington resident, a father of three school-aged children, a former school governor and trustee of Cycling Without Age. He believed that a people-centred approach was needed with infrastructure that gave all, regardless of age and ability, a genuine choice to walk or cycle. He urged Cabinet to approve these plans as a first step.

He emphasised three things: 1) redevelopment of the junctions and roundabout on the Oxford/Banbury road have to be top priority; 2) not to spend money on the canal path; 3) a system more connected and joined-up across the many developments around Kidlington.

The first lockdown showed that the people of Kidlington will cycle if it is a safe and convenient option. Also, people needed safe and convenient bike storage which should be provided in all developments.

Councillor Ian Middleton, Kidlington South, broadly supported the document though he hoped that it could continue to evolve. He was not keen on shared-use paths and had concerns about development of the canal towpath. He would like to see a firm commitment to a cycle path on the Bicester Road by Edward Field School.

Councillor Middleton was also concerned that there was not yet a position adopted on Kidlington roundabout and noted that it would be impacted by the proposed stadium. He was hoping to meet with officers to discuss improvements in the plan.

Councillor Andrew Gant, the Council's Cycling Champion, supported the comments of other speakers. He stated that it was unclear how consultation responses to the Plan had been factored in. He asked Cabinet to make sure that they were. He believed that access to schools and connectivity were the key factors in the Plan.

Councillor Gant believed that the Active Travel proposals in the Oxford North development were unsatisfactory and Plans such as this one needed to provide options for them. He urged Cabinet to adopt the plan and allow further development of it.

Councillor Tim Bearder thanked the speakers and agreed that the Plan would have to evolve, particularly with new developments arising such as the potential stadium. These plans were very important given the huge growth in housing that was planned across the county. It was necessary to have these plans in place in order to avail of funds such as S106 monies when they become available.

Councillor Bearder noted speakers' concerns that consultation feedback had not been sufficiently incorporated and was happy to have discussions with them and officers to ensure that it was.

Cabinet Members provided further comments:

- supporting the calls to ensure that it be made clear how consultation feedback was incorporated into the plans being adopted.
- emphasising the link between promoting active travel to schools and the review of the Home to School Transport policy.
- agreeing that the Plan be considered a living, evolving document.

RESOLVED: to approve the Kidlington Local Cycling and Walking Infrastructure Plan.

8/22 A40 HIF2 SMART CORRIDOR - COMPULSORY PURCHASE AND SIDE ROAD ORDERS

(Agenda Item. 8)

Cabinet considered a report seeking approval of the Statement and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders. Before discussing the report, Cabinet heard from a number of speakers.

Councillor Dan Levy, Eynsham, shared the concerns of local residents that this scheme was more about providing for more development around Eynsham and was probably not going to improve bus reliability but may increase traffic by providing a dual carriageway. This would not help with climate change. The plans involved a lot of new junctions and roundabouts that would provide difficulties for cyclists and pedestrians and may also encourage rat-running. Eynsham roundabout in particular was badly designed.

Councillor Levy accepted it was an inherited project and officers had greatly improved it but there was still a long way to go. Residents of Eynsham and Cassington would bear the brunt of the construction work and see fewest benefits from the scheme. He asked that the cycle lane be kept open during works with a good surface.

Councillor Ian Middleton, Kidlington South, agreed with the points made by the previous speaker. He believed that the scheme would do little to ease congestion but just attract more traffic as had been the case with development of the A34. He hoped that the new Park & Ride at Eynsham would have more provision for cyclists and electric vehicles.

Councillor Middleton asked that dialogue continue on making improvements to the scheme and on ensuring that temporary facilities for Active Travel during construction were better than those provided at the Oxford North development.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, thanked the speakers and agreed that the scheme would be quite different if the current administration had been responsible for the design. He emphasised though that there were benefits for residents of areas out beyond Eynsham in terms of improved bus service because the stretch from Eynsham to Oxford provided a bus lane and did not increase the space for cars.

The scheme, he added, should be seen in conjunction with other improvements such as increased capacity on the North Cotswold railway line, development of Oxford Railway Station to increase its capacity and possibly re-opening the Witney branch.

Councillor Enright stated that this provided an opportunity to make the proposed Park & Ride a transport interchange improving connectivity for residents of villages in the area. He took on board the points made regarding roundabouts, rat-running and temporary cycle lanes.

He also noted that this project did not take account of the Salt Cross development but transport aspects of that development would clearly need to take account of this scheme. The application for planning permission had already been made and this proposal was about the next step and the provision of CPOs if needed.

The Chair put the recommendations and they were agreed.

RESOLVED to:

- a) **Confirm that the acquisition of the land identified on the map attached to this report (Annex B) (“the Order Map”) being the map accompanying The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 (“the CPO”) is necessary for highway purposes;**
- b) **Approve the Joint Statement of Reasons (Annex A) for the CPO and The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (“the SRO”), together with approving the CPO, the Order Map, the SRO and the plans accompanying the SRO (“SRO Plans”) all substantially in the form annexed to this report but to delegate to the Corporate Director Environment & Place following consultation with the Monitoring Officer, authority to modify them as necessary;**
- c) **Authorise the Monitoring Officer to make The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (“the SRO”) to enable the stopping-up, diversion, alteration, improvement and creation of new lengths of highway or reclassification of existing highways, and giving authority to the acquisition of necessary land pursuant to the CPO. The SRO also enables the stopping up of private means of access as necessary where the scheme design necessitates and re-provision of private means of access.**
- d) **Authorise the Monitoring Officer to make The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 pursuant to Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Schedule 3 to the Acquisition of Land Act 1981 for the purpose of acquiring the land and interests shown on the Order Map and described in the Schedules to the CPO (or such lesser area of land should this in his opinion be appropriate) to facilitate the construction of new highway on such land and that the Common Seal of the Council be affixed to the CPO and to the Order Map;**

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

the Council) to authorise the Monitoring Officer to take all necessary steps in relation thereto, including advising on the appropriate uses and compensation payable and issuing the appropriate certificates.

9/22 TRAFFIC MANAGEMENT ACT - PART 6 POWERS FOR OXFORDSHIRE (CIVIL ENFORCEMENT OF MOVING TRAFFIC OFFENCES)

(Agenda Item. 9)

The Department for Transport will be inviting applications for a Designation Order to enable a Highway Authority to undertake civil enforcement of site specific Traffic Regulation Orders within a geographical area already covered by Civil Parking Enforcement. For Oxfordshire, this can include the whole County as Civil Parking Enforcement is now Oxfordshire wide. Cabinet was asked to consider approving an application. Before discussing the proposal Cabinet heard from one speaker.

Councillor Alex Hollingsworth, Oxford City Council, Carfax & Jericho Ward, supported the recommendations and asked Cabinet to make a minor adjustment to the wording of Annex 1, the Site Selection Criteria. This was related to the huge growth in the numbers of moped and motorcycle delivery riders. Many of these riders were law abiding and considerate but many were not. In particular, the use of footways and cycle routes by heavy motorised vehicles travelling at speed was a serious risk to cyclists and pedestrians.

Councillor Hollingsworth asked that the Cabinet specifically include in the list of Site Selection Criteria listed in Annex 1, 2(vi) a reference to protecting existing pedestrian and cycle priority facilities.

Councillor Tim Bearder, Cabinet Member for Highway Management, agreed that there was a problem as the speaker outlined but did not believe that it was necessary to amend the Annex as described in order to tackle it.

It had been hugely frustrating for the Council to not have the powers now being applied for. This was in the government's gift. Further powers to install cameras to enforce the new plan of 20mph zones would also be welcome. The plan was to consult with the police and focus on a small number of locations initially. Further consultation will take place with city and district councils to maximise the impact.

The Chair put the recommendations and they were agreed.

RESOLVED to:

- **Approve submission of an application to the Department for Transport to apply for a Designation Order for Oxfordshire to enforce moving traffic offences.**

- **Approve the Site Selection Criteria at Annex 1 and Resource Priorisation Framework at Annex 2 to manage decisions for potential enforcement delivery.**

10/22 EXEMPT ITEM

(Agenda Item. 10)

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.

11/22 LAND AT STRATFIELD BRAKE, KIDLINGTON - PROPOSAL FROM OXFORD UNITED FOOTBALL CLUB TO OXFORDSHIRE COUNTY COUNCIL AS LANDOWNER

(Agenda Item. 11)

Cabinet had before it a proposal to enter into negotiations as requested by Oxford United Football Club (OUFC) and with Oxfordshire County Council's current tenants to enable the use of Oxfordshire County Council (OCC) owned land for the development of a new football stadium, subject to planning permission. Before considering the proposal, Cabinet heard from a number of speakers.

Councillor Andrew Gant, Wolvercote and Summertown, noted that there was a great deal of public interest in this proposal. However, there had been no time for meaningful engagement and he asked Cabinet to delay a decision for perhaps two months to allow for full public engagement. He noted that the proposals included a commitment that the project would be consistent with the Fair Deal Alliance's priorities.

Councillor Gant asked that the Council work with the football club to ensure provision and promotion of Active Travel options to access the site. He also suggested that they discuss key issues with Cherwell District Council as the planning authority and report back on their position.

There were aspects of the proposal that were welcome. The site was more accessible than the current stadium and there were assurances that the facilities for local sports clubs would be safeguarded.

John Hill questioned whether Oxford United Football Club Limited should be considered suitable to undertake a multimillion development at Stratfield Brake. If the building of a new United stadium by this Council was thought to be of sufficient priority over other pressing needs, then he believed that the only realistic option in the time scale suggested was to bring in a national commercial developer and for the Council to build the stadium in partnership.

The Council would then own the stadium and it was likely that it would have to meet some of the running costs itself. Whether this was a good use of scarce resources was a matter for debate. He believed that the Council should not be too strongly focused on the end date of United's lease as it

was commonplace for football clubs to share grounds and this option was available if United decided to leave the Kassam stadium.

Councillor Ian Middleton, Kidlington South, spoke as a member of the County Council, District Council and two parish councils affected by the proposals. There were varying views locally on the proposal and there had not been enough time to judge the overall public mood.

He was concerned that the proposed development was on Green Belt, which had already been eroded. The land in question had been acquired by the Council to prevent sprawl. There was already a lot of development in the Kidlington area. He supported calls to provide more time for engagement and emphasised that the leasing structure at the site was complex involving multiple partners.

Councillor Nigel Simpson, Kirtlington and Kidlington North, stated that he was a season ticket holder with the club. He could see the benefits from the sporting side but was also aware of residents' concerns regarding traffic, parking and loss of green belt. He believed that if it was done right it could be a great opportunity but it would have to be done right.

He was aware that the current rugby club facilities at the site, for example, needed a large injection of money to bring up to standard. He emphasised that there were no designs in place yet and the question at this stage was whether the Council wanted to engage in talking to the club about options.

Councillor Calum Miller, Cabinet Member for Finance, thanked speakers for their contributions. Oxford United Football Club approached the Council on this about a year ago and he thanked officers for their work so far on bringing this proposal.

He had received representations from a variety of interests since the proposal was announced last week. There had also been an opportunity to brief Cherwell District Council's Executive. He had heard the advice against rushing a decision on this and the warnings around the complex financial structures of football clubs and the complex leasing structure at this site.

Councillor Miller noted the recurring themes of concern around the scale of the development, traffic and parking as well as replacement facilities for the clubs currently on the site. He believed that the principles outlined to which the project would have to adhere were right.

The recommendation from officers was to authorise them to enter negotiations on a lease – it was not, as had been stated by some, a decision to grant a lease. Nevertheless, he agreed that it was better to take time to conduct a public engagement exercise and come back to this issue at the March Cabinet meeting. In recognition of the timeline involved, officers could continue exploratory discussions with OUFC and current tenants.

Cabinet Members supported this proposal on the basis that there were a lot of issues to consider and a holistic view of the use of the site was required. Local communities should not feel that decisions were being thrown at them with undue haste.

Councillor Miller put the alternative proposal and it was agreed.

RESOLVED:

- a) **Officers should hold a 4-week Public Engagement Exercise amongst residents and stakeholders to receive their feedback on the proposal and on the principles/objectives proposed to guide any future Oxfordshire County Council (OCC) negotiation with Oxford United Football Club (OUFC) as set out in paragraph 23;**
- b) **Officers should progress exploratory discussions with OUFC and with OCC's current tenants and, as appropriate, their sub-tenants regarding the proposal from OUFC to enable the use of OCC-owned land for the development of a new football stadium, subject to planning permission.**
- c) **Officers should report the outcomes of the public engagement exercise and of the exploratory discussions to Cabinet on 15 March 2022 with a recommendation on whether to commence formal negotiations and, if so, with which objectives.**

12/22 DELEGATED POWERS - JANUARY 2022

(Agenda Item. 12)

The report was noted.

13/22 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 13)

The Cabinet considered a list of items (**CA13**) for the immediately forthcoming meetings of the Cabinet together with changes and additions set out in the schedule of addenda.

The Chair noted that the Cabinet's response to Councillor Middleton's motion passed by Council on 14 December 2021 will be taken at the Cabinet meeting on 15 March 2022.

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

.....in the Chair

Date of signing

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Divisions affected - All

CABINET

15 FEBRUARY 2022

CONSULTATION AND ENGAGEMENT STRATEGY 2022 - 2025

Report by Corporate Director Customers, Organisational Development and Resources

RECOMMENDATION

The Cabinet is RECOMMENDED to

- a) consider the contents of the draft strategy and provide feedback to the Cabinet lead member for corporate services, the corporate director for customers organisational development and resources and supporting officers; and
- b) endorse the content of the strategy.

Executive summary

- 1. The purpose of this report is to provide an overview of the draft consultation and engagement strategy 2022 - 2025.

Aims and approach of the strategy

- 2. The strategy sets out a new approach to consultation and engagement at Oxfordshire County Council, putting residents at the heart of decision-making to support strong active and inclusive communities.
- 3. It has two key aims:
 - a) To engage with and listen to residents and other partners in a more active and inclusive way. This includes listening to what residents value most, involving them in conversations about the things that affect them, and then using that feedback to help shape or improve services.
 - b) To widen the council's reach so that we listen to diverse communities and audiences. This includes those whose voices are seldom heard, such as young people and the digitally excluded.
- 4. To achieve these twin aims, a range of ways will be provided for residents to have their say, across multiple channels, both on and offline. This will include using new methodologies and being more proactive – so going to the places

where we can reach residents and stakeholders, rather than expecting them to come to us.

5. The strategy also outlines the guiding principles for participation in all consultation or engagement activities and seeks to build on good practice both within the council and outside.

Implementation and monitoring progress

6. A detailed action plan, with clear targets and measures, has been developed to ensure that progress is on track and there is a continued commitment to two-way engagement with residents. The action plan covers the period to the end of 2022/23 and will be updated on an annual basis.
7. A summary of the key actions for 2022/23 is set out at the end of the strategy document. This focuses on building the right foundations, enabling two-way conversations, expanding the council's reach and being inclusive.

Financial implications

There are no immediate financial implications arising from this strategy.

Prem Salhan
Interim Finance Business Partner – CODR & CDAI

4 February 2022

Legal implications

The consultation and engagement strategy 2022 - 2025 is central to ensuring that the council is compliant with its duty to consult under statute and common law.

The strategy does not raise any direct legal implications.

Sukdave Ghuman
Head of Legal Services

4 February 2022

Claire Taylor, Corporate Director, Customers, Organisational Development and Resources

Annexes: Consultation and engagement strategy 2022 - 2025

Contact Officer: Kerry Middleton
Head of Communications, Marketing and Engagement
T: 07586 479081
E: kerry.middleton@oxfordshire.gov.uk

February 2022

DRAFT

Consultation and engagement strategy 2022 - 2025

Foreword

Following the local elections in May 2021, the Oxfordshire Fair Deal Alliance formed to lead the county council. Our vision is to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county. Nine priorities have been created to deliver this aim, which will form the foundations of a new strategic plan for the council.

As part of ‘playing our part in a vibrant and participatory local democracy’, and ‘tackling inequalities in Oxfordshire’, the county council has made a commitment to taking decisions in an open and inclusive way. This marks the start of a new longer-term approach to consultation and engagement, which aims to engage with and listen to residents and other partners in a more active and inclusive way.

The council’s new consultation and engagement strategy outlines this new approach, putting residents at the heart of decision-making to support strong, active and inclusive communities. It includes examples of best practice and the guiding principles for participation in all consultation or engagement activities.

As always, we are open to listening and look forward to hearing from all our communities across Oxfordshire.

Councillor Glynis Phillips
Cabinet Member for Corporate Services

Overall approach

1. The council is strongly committed to improving its approach to how it consults and engages with its residents and diverse communities. That includes actively listening to what residents value most, involving them in conversations about the things that affect them and using this feedback to help shape or improve services – both in design and delivery.
2. Oxfordshire County Council’s consultation and engagement approach will build on good practice both within the council and outside. The overall council vision is to create a range of opportunities that expand the council’s broadcast communications to conversations and two-way engagement. For consultation and engagement activities, these opportunities will ensure the council is inclusive, widening its reach to hear from and listen to diverse communities and audiences. A core focus is listening to what local people say and what really matters to them. This requires a whole organisational response and commitment.

3. This is in addition to continuing to meet more standard requirements for regular consultations, for example highway public notices, planning applications and traffic regulation orders.
4. **Consultation and engagement goals:**
 - a. Expand from broadcast communications to two-way engagement and active listening.
 - b. Grow and widen the council's audience reach¹ using digital channels that offer opportunities for more people to have their say and for quality engagement in multiple ways.
 - c. Be inclusive when seeking the views of residents; this includes reaching the seldom-heard or hard to reach² such as young people, vulnerable adults and those who are digitally excluded³.
 - d. Demonstrate where the council has taken the views of consultees into account in its decision-making.
5. This will be achieved by providing a range of ways that residents can have their say, across multiple channels, both on and offline. This will include using new methodologies and being more proactive, going to the places where residents and wider stakeholders⁴ are, particularly to gather the views of those seldom-heard, rather than expecting them to come to the council. Approaches and use of methodologies can evolve and develop over the short and the long-term.

Building the foundations

6. To meet the short-term improvement challenge, two key pieces of work are key:
 - a. Embed and develop the use of a new digital consultation and engagement platform across the council.
 - b. Refresh the council's best practice consultation and engagement guidance.

A new digital consultation and engagement platform

7. 'Let's Talk Oxfordshire' is the council's new digital consultation and engagement platform, which offers multiple digital ways of engaging and

¹ Audience reach is the number of individuals that see a message or communication.

² Seldom-heard or hard to reach audiences refers to underrepresented people who use or might use public services but are difficult to engage in public discussion so their needs or views less likely to be heard by professionals or decision-makers.

³ Digitally excluded people can lack skills, confidence and motivation, along with having limited or no access to online equipment and connectivity.

⁴ Stakeholders refer to individuals or groups who may have an interest in council decisions or activities.

consulting people, including map tools; ideas forums/boards; discussion groups; surveys; quality data analysis; as well as a modern, mobile responsive and accessible web presence.

8. Content on the site needs to be developed and grow and service leads need to be trained in its use. The communications, engagement and marketing team will lead this training and will maintain oversight as the 'superusers⁵' and champions of best practice. The platform will help the council grow its online audiences and, together when integrating with existing and new channels, will help to deliver dynamic⁶ tailored news and consultation and engagement opportunities of interest to residents.

A refresh of the council's best practice consultation and engagement guidance

9. A refresh of the council's best practice consultation and engagement guidance is required for staff and leaders to support the change in its consultation and engagement approach and the use of Let's Talk Oxfordshire. This will include a workflow outlining responsibilities and timescales as well as any protocols and processes to help guide.
10. The guidance will also make the distinction between different types, scales and levels of consultation, from the controversial, sensitive, complex and/or statutory (for example transport schemes or proposals on services for children with special educational needs and disabilities) – which require simultaneous management of dialogue methods as well as significant internal and external communications support – to smaller or non-statutory consultations.
11. As the professional leads, the communications, marketing and engagement team will continue to champion and advise on best practice standards and commitments when planning consultation and engagement activity. However, a new wider commitment to these standards needs to be upheld by the leadership team and the whole organisation. This will mark a new approach.
12. **So what is consultation and engagement?** The terms consultation, involvement and engagement are often used interchangeably. All three are about listening to the views of local people to shape services, develop policy or take action. Yet, they serve distinct functions. The Consultation Institute helps define these for us.
 - a. **What is consultation?** Consultation is the process of dynamic dialogue between individuals or groups, based on a genuine exchange of views and with the objective of influencing decisions, policies or programmes of action. It is best suited when **there is a decision to be made**.

⁵ A superuser is someone who uses a computer system with special privileges needed to administer and maintain the system.

⁶ Dynamic news is where content changes and is personalised based on people's online interactions.

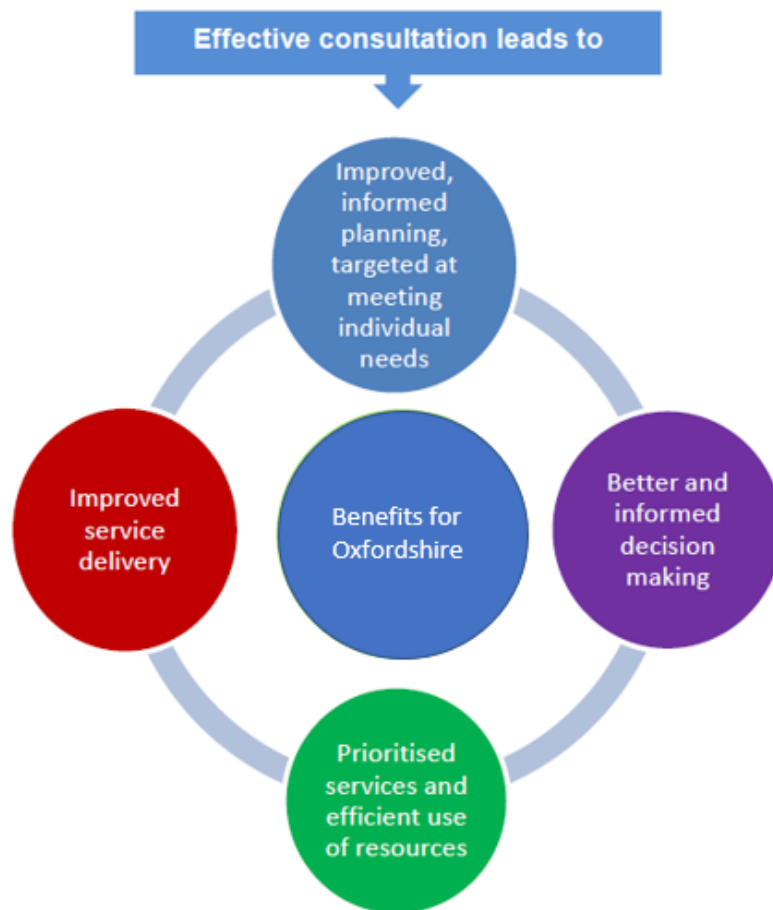
- b. **What is engagement?** Engagement can be defined as actions or processes taken or undertaken to establish effective relationships with individuals or groups so that more specific interactions can then take place. Engagement activity can be useful and insightful to help develop proposals before a formal consultation takes place. It is best suited for **fostering effective relationships**.
- c. **What is involvement?** Involvement is the effective interaction between planners, decision makers and stakeholders to identify issues and exchange views on a continuous basis. It is best suited for when **there is an issue to discuss**.

13. Consultation is an important aspect of the council's work helping to shape priorities and deliver benefits to its communities. Given the wide-ranging areas of work the council engages in, it is essential that the council listens to its residents and wider stakeholders and act on what they say to make improvements and be held accountable for decisions.

14. To make a decision about improving or changing a service, the council needs to be confident the decision is properly informed by public opinion and its key stakeholders. It is important that all council officers think clearly and understand the reasons behind the following commonly asked questions: Why consult? When to consult? When not to consult? The guidance will build on the following:

Why consult?	When to consult?	When not to consult?
To establish the priorities of communities and stakeholders.	When there is a statutory duty to consult with service users i.e. where the provision of a service is statutory or when considering making a significant change to that service.	Where room for manoeuvre is so limited, either by statutory or budgetary restrictions, that there is little real decision-making that the consultation can inform.
To co-design ⁷ and develop solutions to problems.		
To monitor and measure satisfaction with services.	When an inclusive dialogue is needed between individuals or groups to exchange views to influence a decision.	Where the council has already consulted on the same issue, or where the same groups of people/organisations have recently been approached with a sufficiently similar consultation exercise.
To establish the strength of support for a proposed service, policy or course of action.		
To listen and understand individual preferences where a range of options may be available.		Where the issue should or could be resolved without needing to consult.

⁷ A method where decision-making is shared equally throughout the process.



15. The council's standards and commitments will also be upheld against the following principles:

- a. **The Gunning principles:** The principles are a set of rules for public consultation that were proposed in 1985 by Stephen Sedley QC and accepted by the judge in the *Gunning v London Borough of Brent* court case about a consultation for a school closure. A supreme court case in 2014 endorsed the legal standing of the principles. Since then, they form a strong legal foundation from which the legitimacy of public consultations is assessed. They consist of four rules, which, if followed, are designed to make consultation fair, legitimate and a worthwhile exercise:

1. Consultation must be at a time when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers.
2. There is sufficient information provided, including the reasons for proposals, to allow for intelligent consideration and response. The information provided must relate to the consultation and

must be available, accessible and easily interpretable for consultees to provide an informed response.

3. There is adequate time for people to consider a proposal, participate and respond. The length of time given for consultee to respond can vary depending on the subject and extent of impact of the consultation.
4. Conscientious consideration must be given to the consultation responses before a decision is made. Decision-makers should be able to provide evidence that they took consultation responses into account.

- b. **Equal access and inclusion:** Having clear communications and engagement plans to support activity is key, with an assessment of the best channels and methods to reach target audiences. Service leads will be responsible for equality impact assessments to support consultation proposals, which will inform the development of these plans, taking account of audiences with protected characteristics⁸, those for whom English is a second language and those who may be digitally excluded.

As a minimum standard, the council will consider housing printed copies of consultation surveys in libraries and other relevant public-facing buildings and will offer access to alternative formats – eg Braille, Easy Read or interpretation services. The council is committed to using plain English in all its consultations.

- c. **Engagement methodologies:** Guided by the council's communications, marketing and engagement team, the council will start to explore wider tools and ways of gathering feedback from or involving residents in service delivery. This will be assessed as part of the development of communications and engagement plans to support activity, recognising that surveys may not be the only route, or the best route to engage.

This will form part of both a short-term and long-term commitment to provide a wide range of opportunities for people to engage with the council in a more inclusive way. Some activity may stand alone from formal consultations but could be a tool to then use for them.

- d. **Timeframes:** Supporting Gunning principle 3, best guidance examples of timeframes will be outlined in the council's refreshed consultation and engagement guidance covering major service changes and statutory consultations to smaller non-statutory activities seeking views.

⁸ The Equality Act 2010 protects us all by making it against the law to discriminate against or harass someone because of a protected characteristic. There are nine protected characteristics: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

Changes during the planning phase of a consultation may cause delays to the timeline, which may impact the outcomes that can be delivered. Consultation timelines should not be compressed to meet the council's Cabinet dates and deadlines, or other decision-making meetings, but designed around best practice and the best ways to reach audiences.

It is also key to avoid audience consultation fatigue where too many consultations with the same people result in disengagement – timing and channel prioritisation are important considerations when planning.

- e. **Consultation feedback/results:** Providing feedback is key to having and maintaining an ongoing two-way conversation and engagement with residents. Feedback and results must inform decision-making and be published with a clear summary for the 'You said, we did' section of Let's Talk Oxfordshire.
- f. **Knowledge, understanding and relationships with communities:** Communities need to be segmented beyond geography to how they self-define (for example, families and their networks; commuters, visitors and communities of interest eg faith groups, recreational etc). This understanding needs to be recognised as constantly emerging and changing – the council will never have a fixed understanding, as communities are fluid.

Training and support

- 16. A staff training and support programme will be implemented to support the council's commitment to more active listening and engagement and the rollout of Let's Talk Oxfordshire. As part of this, the communications, marketing and engagement team will look to train staff within council service departments and create a network to promote best practice across the council. The remit of the network and their connection to the communications, marketing and engagement team would need to be clear and not just focused on online consultation processes and the support and use of Let's Talk Oxfordshire.
- 17. The communications, marketing and engagement team will provide quality co-ordination, oversight and an overarching communications and engagement approach. It will advise, guide, support and facilitate action, as well as deliver accompanying campaigns or publicity activity.
- 18. The council's insights team will play an active role in providing behavioural insight so that consultations and community engagement projects can be more targeted and appropriate.
- 19. All these actions will help the council improve consistency of standards and approach towards consultation and engagement activity and facilitate two-way engagement.

Two-way conversations, expanding reach and being inclusive

Oxfordshire Conversations

20. To support the new approach, the council will introduce a series of engagement events that will offer opportunities for residents to hear from and ask questions of members of the council's Cabinet. Events will be themed but will include an element of an open question and answer session to allow for conversations on wider issues that matter most to residents.
21. These events will be inclusive to all, offering people the greatest choice to access these conversations both face to face (COVID permitting), online or hybrid – a mixture of both. Events will both enable those who are digitally excluded and those who might be physically or mentally excluded⁹ to participate.

New methodologies and tools

22. The council uses a range of community engagement tools, including surveys and discussion groups. The council will start to introduce, where appropriate, a wider set of tools that will facilitate a shift away from a 'transmit' approach to having a two-way dialogue.
23. This may include using peer research, citizens' juries and appreciative inquiry. Existing community networks and volunteer groups can also be built upon, working with the council's district, city, health, education and business partners. A collaboration with a key partner, such as Healthwatch, could be considered.
 - a. **Peer research** is where community members are recruited, trained and supported to carry out research and consultation within their own community networks. It is a collaborative approach, where organisations and local people work together for the common good. All parties achieve a better understanding of alternative perspectives and relationships are enhanced by working collectively.
 - b. **Appreciative inquiry** is a methodology that systematically facilitates individuals and groups to define, agree and then build on what is good and effective within their organisations and communities. It involves facilitation through a four-step process, which is based on focusing on the strengths and assets of people and communities as well as their needs.
 - c. **Citizens' juries** involve specially recruited members of the public (around 12 - 16 people), researchers and policy makers coming face to face to deliberate research, policy evidence and expert opinion over a

⁹ There are some people who are digitally included but who find it difficult to attend events face to face due to social or economic factors or physical disabilities. Some may lack the confidence or may have a mental illness that makes it challenging for them to physically participate in public events.

three or four-day period. In relation to a specific policy issue of public importance, citizens are supported to pose questions to, and engage in debate with, policy makers and experts and then to reach a decision and/or set of recommendations.

- d. **Co-production** is where citizens are involved in the creation of public policies and services. The council has a number of existing co-production groups in children and adult services and can utilise them to jointly develop, design and contribute towards a service change or proposal.

- 25. Some of these new methodologies will help to ensure the council is offering a wide range of opportunities to engage residents, including those whose voices are not always harnessed and heard.
- 26. Councillors also play a key part here in providing key intelligence for how local people and communities are viewed and how best to reach them.
- 27. Methodologies will be chosen depending on the type of engagement, consultation or involvement required (as outlined in paragraph 14) and level of participation desired based on an assessment of need. The use of more than one methodology is achievable and possible depending on the target audience(s).
- 28. This will be outlined within supporting communications and engagement plans for engagement and consultation exercises.
- 29. The table on page 10 builds on and outlines Roger Hart's ladder of participation from broadcast sharing of information to empowerment. It shows the various participation levels within this range and people's ability to influence decision-making or change within them. It also gives examples of methodologies. To note some of the same methodologies can be used for different participation levels.

Participation types, influence and methodology examples

Level	Mode	Ability to influence	Definition	Examples
Insight	One-way	None	Gathering data and published information to inform communication, engagement and consultation plans with no channel provided for feedback.	Census, JSNA, lifestyle data sets, published research etc.
Information	One-way	None	Transmitting information, with no channel provided for feedback.	Media release, website, newsletter, poster etc.
Engagement	Two-way	Limited	Inviting views and sharing experiences, with the objective of gaining insight to help develop ideas, proposals and programmes of action. It can also be used to build longer-term relationships to enable views to be exchanged on an ongoing basis.	Forums, network meetings, quick polls, workshops, events, participation and discussion groups etc.
Consultation	Two-way	Limited	Ask and listen to people to influence decisions, policies or programmes of action.	Polls and surveys, in-depth interviews, focus groups, online ideas boards, digital mapping tools, citizen juries etc.
Collaboration and coproduction	Dialogue based	Moderate	Working together for a defined and common purpose such as identifying issues, delivering actions, and making decisions together	Peer research, co-design work, appreciative enquiry, recruitment, commissioning and evaluation panels etc.
Empowerment	Dialogue based	Full control	Organise events for citizens, place the full decision-making power in their hands and implement what they decide.	Citizen proposals, community-run committees

Building the council's online audiences

28. Work to review and map the council's existing networks and community groups and establishing a single stakeholder database (compliant with the General Data Protection Regulation) has already begun by the communications, marketing and engagement team as part of its strategy to grow the council's online audiences. This includes separating audiences by areas of interests and being able to provide individuals with targeted and tailored e-newsletter content – news, information and consultation or engagement activities of interest. Let's Talk Oxfordshire will offer another opportunity for audience growth, integrating with the council's online newsletter platform.

Partnership working

29. The council will build on existing partnerships and networks that are facilitated and supported by the council – for example the districts and city, health (and Healthwatch), business and academic institutes – to expand the number of channels that the council can use to reach people.
30. Partner agencies, in particular health, also have integrated community engagement approaches (eg participation groups) and these could be harnessed to expand the council's audience reach and develop effective joint working. The council will also ensure it works closely with town and parish councils, as well as councillor networks, to enhance hyperlocal¹⁰ engagement, particularly with people that are harder to reach. This will make engagement more accessible for local people.
31. The council will also ensure it continues to work closely with voluntary groups and partners. The Oxfordshire Compact (2004)¹¹ includes a consultation code that sets out ways in which statutory agencies and voluntary and community sector organisations should consult with one another in relation to:
- a. Effective consultation as a key part of the policy-making process.
 - b. People's views shaping policies and setting the agenda for better services.
 - c. Consultation as a two-way process in which all are equal partners, and both statutory and voluntary and community sector organisations have duties and responsibilities when consulting or being consulted with.
 - d. Taking all reasonable steps to ensure that the processes and procedures are as inclusive as possible.
32. The council is currently coproducing a new voluntary and community sector strategy with the sector for agreement later in 2022. The aim of the strategy is to reiterate its commitment to the voluntary and community sector and to ensure all parties are appropriately aligned with each other. As part of the new

¹⁰ Relating to or focused on matters concerning a small community or geographical area.

¹¹ A non-legal partnership agreement between statutory bodies, such as local authorities and the NHS, together with voluntary, community and faith organisations to work more effectively together for the people of Oxfordshire.

strategy, the ambition is to include a review of the Oxfordshire Compact, which will be coproduced both internally and with the sector.

Listening to the voices of young people

33. Children and young people (aged 0 - 17) make up one in five of Oxfordshire's population. The council has been proactive for many years in ensuring the voice, rights and responsibilities of children and young people are central to what the council does, using a variety of approaches to involve young people. Youth voice and youth participation is built into service delivery across children's services.
34. The current consultation and engagement opportunities for children and young people include: the Children in Care Council; the Voice of Oxfordshire's Youth (VOXY) – a countywide forum that provides a voice for young people to make decisions about matters that affect change; interview, commissioning and evaluation panels; oxme.info – a website for young people, which provides work experience opportunities; and topic and service-specific consultations.
35. Following a review of VOXY (May 2021), the council will aim to widen the reach of young people engaged and increase the overall diversity of children and young people the council hears from. This includes developing insight so that the council better understands its audiences; building stronger relationships with Children in Care Council, service areas, school councils, partners and the voluntary sector so it can reach more children and young people; creating a virtual youth opportunities network on Let's Talk Oxfordshire; reintroducing topic-specific sounding boards; and working with oxme.info and activitiesoxfordshire.info to target the promotion of youth voice opportunities and to cascade findings and actions.

Monitoring progress and review

36. The success at engaging with and listening to residents and other partners in a more active and inclusive way will be measured through a range of metrics.
37. The council will review the consultation and engagement strategy annually and publish an update against its key priorities and actions on the consultations – have your say pages of the county council website oxfordshire.gov.uk/consultation.
38. The council will report on key performance measures in the communications, marketing and engagement team's quarterly monitoring reports and will provide opportunities for residents, communities, councillors, consultees, and engagement participants to give their feedback to improve the council's performance.
39. A summary of actions for 2022 to 2023 is set out below. This has been extracted from a detailed action plan that has been developed, which focuses

on building the right foundations, enabling two-way conversations, expanding the council's reach and being inclusive.

Building the right foundations

Priorities	Actions
Embed and develop the use of a new digital consultation and engagement platform 'Let's talk Oxfordshire' across the council	Develop protocols and best practice standards for Let's Talk Oxfordshire by the end of March 2022.
Refresh the council's best practice consultation and engagement guidance	<p>Establish new protocols and workflows for best practice consultation and engagement, upholding the council's commitment to the Gunning Principles, by the end of March 2022.</p> <p>Deliver a refreshed online consultation and engagement guidance document and toolkit and update any webpages by end of March 2022, including best practice advice on effectively including young people, the seldom heard and digitally excluded people.</p>
Maximise the value of council professionals to support effective consultation and engagement.	<p>Create a network of staff who have key responsibilities for consultation and engagement by the end of March 2022.</p> <p>Work collaboratively across communications, strategy and insight to support key service area led strategic consultations and engagement activities by providing specialist advice, data and behavioural insights, quality co-ordination and oversight, timely and effective campaign or publicity activity and effective data analysis and reporting, supporting a minimum of six exercises during 2022/23.</p>
Offer new training and support opportunities	<p>Develop and roll out new in-house training on best practice consultation and engagement, targeting the staff network initially and offering a minimum of four training sessions in 2022/23 and a lightning talk for all staff by the end of March 2022.</p> <p>Develop new in-house training for Let's Talk Oxfordshire, running a minimum of four sessions in 2022/23.</p>

Enabling two-way conversations

Priorities	Actions
Introduce new public engagement opportunities for people to hear from and ask questions of the council's Cabinet.	Launch a trial of Oxfordshire Conversations events with a view to running an annual series of conversations both face to face (COVID permitting), online or hybrid – a mixture of both. Specific focus will be given to offering choice and supporting equality of access and inclusion.
Introduce a wider set of tools that will facilitate a shift away from a 'transmit' approach to consultation to having a two-way dialogue	<p>Trial at least one of the new methodologies listed in the strategy in 2022/23 (eg appreciative enquiry, peer research etc), according to business need.</p> <p>Ensure at least 10 per cent of projects on Let's Talk Oxfordshire use at least one of the new engagement tools the platform offers by the end of 2022/23.</p>
Widen the reach and overall diversity of young people engaged	<p>Build even stronger relationships with the council's Children in Care Council, youth offer, service areas, school councils, partners and the voluntary sector to reach more children and young people from January 2022.</p> <p>Deliver three sounding board events during 2022/23 to provide deep dive opportunities for children and young people on themed issues identified by the council.</p>
Support open and transparent decision-making	Introduce a new 'you said, we did' section to Let's Talk Oxfordshire by the end of March 2022.

Expanding the council's reach and being inclusive

Priorities	Actions
Build the council's online audiences	<p>Work across the communications, marketing, and engagement team to sign-up 15,000 new users to Let's Talk Oxfordshire in 2022/23.</p> <p>Provide individuals with monthly GDPR-compliant targeted and tailored e-newsletter content – news, information and consultation or engagement activities of interest.</p>
Focus on including everyone, by supporting equal access and inclusion in consultation and engagement practice	<p>Starting with key service area led strategic consultations, have clear communications and engagement plans for exercises, which take account of insight and understanding about audience groups, including how communities self-define, those with protected characteristics and those who may be digitally excluded.</p> <p>Work with libraries and other public facing buildings to provide and promote engagement and consultation opportunities to digitally excluded from January 2022.</p> <p>Work with customer services to support customer requests for the provision of materials in alternative formats eg Braille, Easy Read, interpretation or translation services from January 2022.</p> <p>Use partnership networks even more effectively to make consultation engagement more accessible for target audiences, including seldom heard groups and digitally excluded, from January 2022.</p>

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Divisions Affected - All

CABINET 15 FEBRUARY 2022

OXFORDSHIRE COUNTY COUNCIL SOCIAL VALUE POLICY

Report by Director of Law & Governance

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to:**
 - a) Approve the draft Social Value Policy, provided as an annex to this report;
 - b) Approve the planned implementation of the Social Value Policy, as outlined below.

Executive Summary

2. The purpose of this report is to advise Cabinet on progress towards introducing a Social Value Policy for Oxfordshire County Council, and to request the approvals set out in the Recommendations section above.
3. Initial plans were for a joint Social Value Policy, as set out in the first CEDR report on social value, that was approved on the 18 November 2020 (see Annex B).
4. Following a discussion at DLT for Commercial Development, Assets and Investment on 18 November 2021, we have now developed two separate Social Value Policies, one for OCC and one for CDC. This second report will focus on the new approach and the OCC Social Value Policy in particular; for details of the former approach, please consult Appendix B.
5. Once implemented, the two Policies will enable each Council to manage social value as appropriate for their differing external spend profiles and/or internal budgets. Common to both policies will be the ability to deliver increased value from procurement activity and to adhere to the requirements of the Public Services (Social Value) Act 2012.
 - a. Please see [here](#) for full details, including a link to the legislation itself. There has also been a recent Public Procurement Notice (PPN 05/21) published in June 2021 (see [here](#)), which was effective immediately.

6. Development of the final draft of the Social Value Policies (see attached Appendix A for OCC's Policy) has been completed with the support of our supplier, the Social Value Portal ("SVP"). SVP are a market leading social enterprise, who operate a portal tool for tendering and contract management and who provide expert advice on the development of social value policies.
7. Further work has been undertaken to design the implementation of the Social Value Policies to ensure effective and measurable outcomes. This will include the launch of the portal tool ("the Portal"), a reliable online platform to manage the social value tendering process, as well as measure and report on social value delivery after contracting.
8. The Portal is underpinned by a robust, well-regarded and appropriately tested "TOMs" (Themes, Outcomes, Measures) Framework methodology, which will be tailored to suit each Council's specific needs. Further detail of the online platform and TOMs Framework is provided in the previous CEDR report (Appendix B).

Background

9. SVP were selected as our supplier for this project, because they are subject matter experts in the field of social value and they have demonstrated an additional 20 per cent in social value generation through their experience of working with more than 80 other public sector organisations and in developing social value best practices over the past seven years. The first year's membership fee was £15,000 GBP so the business was direct-awarded as allowed by our procurement process.
10. SVP are providing the following services to OCC and CDC:
 - a. general consultancy services;
 - b. desktop research and peer review (focused on other LAs);
 - c. expert advice on policy development, including internal policy reviews;
 - d. expert advice on project implementation (including the portal tool);And after approval of the two policies, SVP will be providing these services:
 - e. implementation and launch of the policy and portal tool;
 - f. providing training and hosting webinars to improve understanding of social value and the portal tool;
 - g. day to day running of the portal tool including providing technical support;
 - h. providing access to data (entry or measurement) and reporting for suppliers, Service Areas, Procurement and wider Council stakeholders.

Policy Development Progress

11. As part of the policy development process, the following steps were undertaken by SVP working collaboratively with OCC and CDC:

- a. An internal policy review was undertaken to identify local priorities, challenges and needs for Oxfordshire and Cherwell across jobs, growth, social and environment themes. This will ensure the social value generated is effectively directed where it is most needed.
 - i. The review included the OCC Corporate Plan, CDC Business Plan, OCC and CDC Contract Procedure Rules as well as the OCC and CDC Climate Action Frameworks and Waste Strategy.
 - b. A peer review was undertaken. The social value policies of Blackpool Council, Lancashire County Council, Tunbridge Wells and Brighton and Hove City Council were assessed to identify best practices and any learnings.
 - c. An analysis of buying activity was conducted to understand the potential in social value for OCC and CDC. The analysis helped to identify appropriate social value weightings and weighting thresholds.
12. As a result of this, SVP were able to provide detailed recommendations on developing effective social value policies for each Council, guiding the development yet allowing us to adapt to the individual requirements of both OCC and CDC.

Summary Elements of the OCC Social Value Policy

13. Listed below is a summary of important policy elements, with full details provided within the policy itself (see Appendix A for OCC's Policy):

Spend Threshold

14. A spend threshold of £100,000 has been incorporated within the OCC policy. All tender responses for contracts above this value will have suppliers' social value commitments evaluated alongside standard price and quality elements.
 - a. There is an adjustments and exemptions process, subject to relevant approvals set out in the policies, e.g. to account for lack of flexibility in frameworks and DPSs to include social value in the tender exercise.
15. Based on an analysis of recent OCC and CDC spending, contracts of a value over £100,000 represent 62 per cent of total spend (known to the Procurement and Contract Management Hub), which covers 99% of total social value potential.
16. Setting such a spend threshold ensures a balanced approach to increasing productivity within our supplier relationships, whilst still ensuring their social value commitments are in proportion to total contract spend.

Tender Evaluation Weighting

17. The primary mechanism for embedding social value in procurements is through incorporating a social value weighting, alongside standard price and quality weightings, in tender evaluations. A proportion of the overall score awarded for

above-threshold tenders is dependent on bidders' quantitative and qualitative responses detailing their proposed social value commitments.

18. Two tiers of social value weightings are included within the OCC policy:
 - For tenders valued over £100,000 but below the public procurement thresholds, a minimum social value weighting of 12 per cent will be applied in the tender evaluation stage;
 - For tenders valued above the public procurement thresholds, the social value weighting increases to suggested minimum of 16 per cent;
 - The remaining score for tender evaluations is split between price and quality (and any other required element), each weighting being reduced by the same percentage amount to preserve the ratios relative to each other.

Prioritisation

19. Individual social value measures can be prioritised to encourage bidders to offer additional benefits where the priority is highest. Through bidding against the higher priority measures, bidders can achieve a higher social value quantitative score.
20. Reflecting the significant carbon emissions resulting from the Council's supply chain and the high priority of taking climate action recognised by OCC, all climate-related measures will receive a maximum prioritisation (3x).
21. In addition to climate action measures, additional selected social, economic and environmental measures will receive a higher prioritisation (2x or 3x) to reflect OCC priorities.

Delivery Plan and Climate-Specific Criteria

22. Where tenders are valued at over £500,000, the delivery plan will be required to include one or more climate-specific criteria as part of the social value qualitative assessment. This qualitative response allows bidders to provide more detailed evidence on, e.g., how and when they will deliver their social value commitments for the Council, including the climate action related elements.

Accessibility and Supporting Local Suppliers

23. Ensuring fair and appropriate accessibility of council contracts for a broad range of companies, particularly MSMEs, local businesses and those of diverse ownership or management, represents an important aspect of the Social Value Policy.
24. Lower value tenders are likely to be particularly suited to local MSMEs, which are particularly important to Oxfordshire due to the local growth, local employment and in many cases the reduced transport emissions they would generate.

Implementation Process

25. Alongside development of the policy, progress has also been made in identifying key steps to ensure effective implementation of the policy:
- a. **Themes Outcomes Measures (TOMs) Workshop** – Involving key officers from across service areas, the workshop will provide an introduction to social value measurement, a review of social value priorities and a mapping exercise to ensure the social, economic and environmental measures within the TOMs Framework are appropriately aligned and adapted to key Council priorities, needs and requirements.
 - b. **Invitation to Tender (ITT) Document** – Social Value Portal have provided a template ITT document, which is being tailored to suit the Council's processes and ways of working. This will then be finalised and made ready for use in live tender exercises, and can be further customised to reflect the specific requirements of each purchase being undertaken.
 - c. **Training** – Social Value Portal will provide a range of training to support effective implementation of the Social Value Policy. Specific portal training will be provided for the procurement team alongside more general training for officers across different service areas. An ongoing series of bidder and supplier engagement webinars will also be held.
 - d. **Communication and Engagement** – An engagement plan is currently being developed to ensure councillors and officers are aware of the Social Value Policy, understand its purpose and what their role will be in ensuring its effective implementation. A range of internal communications and briefings will be planned to support this.
 - e. **Set Up Portal** – An account will be created on the portal tool provided by Social Value Portal, with specific sub-accounts for OCC purchasing, CDC purchasing and perhaps also any joint purchasing. Accompanying technical guidance will be provided to support the procurement team (alongside the procurement-specific training completed in December 2021).
 - f. **Bid Evaluation** – As part of the membership and alongside access to the portal tool, SVP will evaluate all suppliers' social value commitments and feedback their recommendations to the procurement team. The winning supplier will be charged an annual fee of 0.2 per cent of the contract value, capped between £750 and £7500, covering evaluation of the social value bid responses and their ongoing membership of the Portal for related data reporting and performance management.

Monitoring and Reporting

26. In addition to the social value tendering as set out above, the Portal is a contract management tool that effectively tracks supplier performance as they deliver social value in the field. This social value will be evidenced using the TOMs Framework and suppliers are required enter their delivery data periodically.
27. The platform includes a dashboard facility to monitor social value delivery in summary and using a visual format. The data can be segmented in many ways, including according to council priorities, such as total carbon emission

reductions reported in tonnes of CO2e. It can also showcase key outcomes, such as the number of hours of CV workshops for care leavers, NEETs, military workers, etc.

28. SVP will review the social value data on a quarterly basis, highlighting any concerns on data quality with the supplier. The Council and its suppliers will be able to download performance management reports from the Portal on an e.g. quarterly basis (exact frequency can be adjusted to suit the circumstances).
29. SVP will prepare an annual and/or end of project report (including case studies, if information available) and share this with the supplier and the Council.

Governance

30. The development of the policy is being led by the Procurement Policy and Governance Officer along with the Climate Action Policy Officer and the Localities and Partnership Team Leader (Communications, Strategy, Insight).
31. The policy is expected to progress to Cabinet on 15th February via the appropriate governance steps, with indicative timescales provided below in point 35.

Communications

32. SVP have presented to several Policy, Procurement and Climate Action team officers. They also hosted the implementation project kick-off meeting in April 2021 and delivered training for the Procurement and Contract Management Hub in December 2021.
33. The project team have begun to engage Communications (the Senior Internal Communications Officer on general internal communications matters, and the Climate Action Policy Officer on the Climate Café and other climate-specific communications matters), for help with building a robust communications and engagement plan for the social value project.
34. Engagement is already taking place with both Councillors and Officers to ensure the Social Value Policies are successfully embedded within both Councils. This need was captured in the draft communications and engagement plan, and relevant briefings are already under way with the appropriate Councillors and Officers as needed.

Key Dates

35. The following key dates are anticipated for the next stages of policy development and portal implementation:

Stage	Action	Expected Month
Policy Development	ECIA review/approval	November - Completed
	Share draft policy with Steve Jorden and Bill Cotton for content sign-off	November - Completed
	Draft policy presented to CEDR for approval	December - Completed
	Portfolio Holder Briefings	January - Underway
	Informal Cabinet/ Informal Executive Approval	December/January
	Cabinet/ Executive Approval	February
Policy Implementation	Develop Communications and Engagement Plan	Began late August; ongoing
	Hold TOMs workshop to align policy priorities with social value measures	Following CEDR approval (e.g. December or January)
	Training	Following CEDR approval, beg. December - Underway
	Portal Set-up	Following CEDR approval (e.g. January or February)
	Project Go Live	Following Cabinet and implementation (e.g. April).

Conclusion and Reasons for Recommendations

36. The aim of the OCC Social Value Policy is to enable the Council's spending to go further by encouraging suppliers to commit to providing additional social value, through the tendering process, that will benefit local communities within Oxfordshire.
37. Incorporating social value into our procurement process can be achieved with minimal additional time and cost, yet it is a change that can make a real difference to people in the local community, to service delivery and to the Council's spending plans as a whole.
38. Social value is also a legal requirement as set out in the Public Services (Social Value) Act 2012, which came into effect in January 2013, and the recent National Procurement Statement (PPN 05/21) published in June 2021. Both the law and the statement apply to all types of public bodies, including local authorities. The mandatory nature of this legislation underlines the importance of launching the policy as quickly as possible.
39. The Social Value Policy is intended to define our objectives and strategy, as well as provide a high-level framework governing the practical procurement context (when tendering and managing contracts). The policy will sit above our organisation's specific social value measures, known as TOMs (Themes,

Objectives, Measures). Both are aligned with Council priorities and together will determine how Oxfordshire captures social value from its suppliers.

40. Adoption of this policy will provide benefits that meet the Council's priorities, as detailed in the Corporate, Local and Business Plans, the Climate Action Framework and the joint Including Everyone: Equalities, Diversity and Inclusion ("EDI") Framework. An important example would be an increase in spending with local suppliers, which would support the local economy and job market. This would enable Oxfordshire to build back better and contribute to other key priorities including emission reductions and flourishing communities.

Corporate Policies and Priorities

41. As set out in point 11 above, an internal policy review was undertaken to identify local priorities, challenges and needs for Oxfordshire and Cherwell across jobs, growth, social and environment themes. This will ensure the social value generated is effectively directed where it is most needed.
42. The review included the OCC Corporate Plan, CDC Business Plan, OCC and CDC Contract Procedure Rules as well as the OCC and CDC Climate Action Frameworks and Waste Strategy.
43. As a result of this and the peer review also detailed in point 11, SVP were able to provide detailed recommendations on developing effective social value policies for each Council, guiding the development yet allowing us to adapt to the individual requirements of both OCC and CDC.

Financial Implications

44. The Social Value Policy seeks to enable the Council's spending to go further by encouraging suppliers to commit to providing additional social value that will benefit local communities within Oxfordshire.
45. Additional social value generated from implementation of the Policy will be directed towards council priorities, as set out in our Corporate and Business Plans, utilising the prioritisation approach within the TOMs Framework to achieve this.
46. The costs associated with funding support from SVP have so far come from the Climate Action team budget and consist of the following:
 - a. SVP to support policy development and associated research - **£6,000**
 - b. First year's access to the SVP platform, April 2021 to March 2022 - **£15,000**
 - c. Ongoing subscription to SVP's platform in following years will require further funding (currently £15,000 per annum or £36,000 for three years).
47. Price will continue to be weighted up to ~3x more than social value in our tender exercises, meaning that bidders will want to remain competitive and avoid

passing on any additional costs arising from their social value commitments to the Council. Social value commitments made by bidders are also non-prescriptive, enabling suppliers to commit social value in areas that best suit their business models, at minimal additional cost.

48. Ongoing subscription to the SVP portal will be reviewed following the initial one-year subscription, including through engagement with suppliers and procurement colleagues where necessary to ensure the subscription is delivering the required benefits.

Comments checked by:

Ian Dyson, Assistant Director – Finance

ian.dyson@oxfordshire.gov.uk

Michael Furness, Assistant Director – Finance

michael.furness@cherwell-dc.gov.uk

Legal Implications

49. A legal review of the final draft Social Value Policies, draft report and relevant backgrounds materials was conducted by Christian Smith (Principal Solicitor – Contracts). He was the appropriate choice because he had also been involved earlier in the project, including but not limited to conducting the legal review of the contract between the Councils and SVP.
50. The outcome of this legal review was as follows:
- a. “No comments from me although it will be important to ensure that the [Social Value Policies] and [any] procurement practices arising from [them] remain aligned with the new UK procurement regime expected to come into force in 2022.”
51. The legal advice provided by Christian Smith, as set out in the above point 50, was incorporated into the overall project plan and when the full details of the new UK procurement regime are finalised and announced, the project team will ensure the Social Value Policies and any procurement practices arising from them will be updated accordingly. This activity will then be repeated for any further changes to UK procurement law on an ongoing basis.

Comments checked by:

Christian Smith, Principal Solicitor – Contracts

(No active contact details as he has now left the Council).

Staff Implications

52. Development and implementation of a Social Value Policy and related portal tool requires some additional staff time. This ongoing requirement has been minimised by engaging SVP to provide various services to the Councils as set out in point 10 above. Any further staff time requirements will be allocated between the project team, made up of the Procurement Policy and Governance

Officer, Climate Action Policy Officer and Localities and Partnership Team Leader, as appropriate.

53. The option of undertaking the project using only internal resource was considered, however this would have incurred significant soft costs and would have also taken much longer to implement. Utilising the expertise of the Social Value Portal was considered the best value option, enabling the policy to be effective, well-considered and informed by best practices. In addition, the social value resulting from the new policy is expected to be many times the cost of annual membership, which is relatively low at £15 K GBP.

Equality & Inclusion Implications

54. The OCC Social Value Policy is aligned to Council priorities on equality, diversity and inclusion and will therefore require bidders to align delivery of their bid with those values. They will retain the freedom to identify the additional social value benefits most suited to their business models.

Comments checked by:

Steven Fairhurst-Jones, Localities and Partnerships Team Leader

steven.fairhurstjones@oxfordshire.gov.uk

Sustainability Implications

55. Both the OCC and CDC Climate Action Frameworks include commitments to work with suppliers and the supply chain to reduce their carbon emissions. The Social Value Policy will support the delivery of such commitments in a number of ways, including maximum prioritisation of environmental measures in tender exercises.

Comments checked by:

Sandra Fisher-Martins, Climate Action Mobilisation Manager

sandra.fisher-martins@oxfordshire.gov.uk

Risk Management

56. It has been questioned whether introducing social value could inflate the cost of contract delivery, leading to price rises over time. However, this should not occur since price will remain a primary element of all tender exercises, as set out in point 47 above. In addition, taking a non-prescriptive approach allows suppliers to deliver social value where they are most able, rather than having to commit additional resource to deliver specific outputs.
57. If, after a time, the experience of using the portal tool was not considered satisfactory, there would likely be some challenges around changing to an alternative provider. However, the steps are likely not insurmountable and could

be overcome with time and appropriate resource, such as: further training in any new tool, adaptations to internal processes, and adjustments in how e.g. social value bid evaluations are run. There would likely be legacy issues following any change of system, such as difficulty comparing data generated across two tools, particularly if the methodology and/or calculations used are significantly different.

58. The option of doing nothing is not available for this project, because it is a legal requirement as set out in the Public Services (Social Value) Act 2012 and the recent National Procurement Policy Statement (PPN 05/21) published in June 2021.
59. SVP have allocated a dedicated Social Value Advisor to provide consistent and appropriate guidance for the ongoing effective implementation of the policy and portal tool. This Advisor will also coordinate any ongoing training requirements.
60. These risks will be managed as part of the operational risk register and any risks escalated to the leadership risk register as and when necessary.

Comments checked by:

Louise Tustian, Head of Insight and Corporate Programmes
louise.tustian@oxfordshire.gov.uk

Consultations

Consultation	Name of specialist(s) consulted	Date [if you have consulted more than once list all the dates]
Other teams/functions likely to be impacted	Melissa Sage Sarah Gilbert Sandra Fisher-Martins	22/07/2021 27/07/2021 16/11/2021
Budgetary Implications	Ian Dyson (OCC) Michael Furness (CDC)	26/08/2021 26/08/2021
Staff implications/HR		
Legal Implications	Christian Smith	19/08/2021
Equality Implications	Steven Fairhurst-Jones Anita Bradley	Project team member
Risk Management		
Communications	Lisa Bergin Venina Bland (Climate Café, etc.)	25/08/2021 23/09/2021
Assistant Director		
Director	Anita Bradley	18/11/2021
Corporate Director	Steve Jorden	18/11/2021
CEDR	CEDR Members	08/12/2021
Portfolio Holder	Cllr Calum Miller (Finance)	04/01/2022

CA7

ANITA BRADLEY
Director of Law and Governance

Annexes: Annex A: OCC Social Value Policy – Final V2
 Annex B, *Previous CEDR Paper, Nov 2020: CEDR -*
 Recommendation to Develop and Implement a Joint OCC,
 CDC Social Value Policy - 09.11.20

Background papers: Nil.

Contact Officer: Becky Spencer, Procurement Policy & Governance Officer
 becky.spencer@oxfordshire.gov.uk

January 2022

SOCIAL VALUE POLICY

2021-24

Supporting our local economy, environment and society to flourish

[Placeholder for Graphic]

Our ambition is for vibrant communities and growing businesses in a zero carbon Oxfordshire. We can advance that ambition whenever we buy goods, works or services. By looking beyond the financial cost of a contract or purchase, we can also consider how it might also improve the county's economic, social and environmental wellbeing. These additional, tangible benefits are known as "social value". This policy document sets out how we will work together with our supply chain to achieve social value, and how all staff, partners and suppliers can play their part in delivering flourishing communities and a bright future for all in Oxfordshire.

CONTENTS

1. What is Social Value?
2. Policy Aim & Scope
3. Introduction
4. Policy Objectives & Framework
5. Unlocking Social Value: Procurement & Contract Management
6. Governance
7. Annex One – OCC and CDC TOMs Framework and Useful Links
8. Annex Two – Throughout the Provision Cycle: Procurement Process Flow

WHAT IS SOCIAL VALUE?

Social value is any additional economic, social or environmental benefit generated through Oxfordshire County Council (“the Council” and “OCC”) activity, including when procuring goods, works or services from the Council’s suppliers and the supply chain. In order to create these added-value benefits and improve on current practice, we and our suppliers will plan how contracts and projects can deliver social value outcomes in a flexible, proportionate and relevant way. This could be, for example, by:

- offering jobs or apprenticeships to military leavers and/or care leavers,
- reducing pay gaps, such as gender, ethnicity, and disability,
- promoting equality and inclusion in the workforce, including through employment and support of staff with disabilities (physical, learning, hidden, etc.)
- sponsoring local community assets (such as village halls or playparks),
- donating to or working with local charities, schools, social enterprises, etc.,
- reducing carbon footprint over time, e.g. by switching to ultra-low emission vehicle fleets,
- or increasing commitment to reducing, recycling or composting waste; or restoring natural habitats to boost biodiversity.

These additional benefits can be measured through financial and non-financial metrics and can encompass the entire supply chain. This means that for every £1 spent by OCC, our suppliers can calculate the added-value return over and above the £1 cost. In some cases, our suppliers may already be delivering these added-value benefits, so the implementation of this Policy is an opportunity to capture and report this for our local communities too.

POLICY AIM

The aim of this policy is to enable the Council’s spending to go further by encouraging suppliers to commit to providing additional social value that will benefit local communities within Oxfordshire. These additional economic, social and environmental benefits will be provided by our suppliers during the contract or purchase delivery phase, and will contribute towards achieving the Council’s priorities as set out in our Corporate and Business Plans.

As such, this Social Value Policy acts as the ‘golden thread’ between the Council’s Corporate Plan and the Council’s procurements, to unlock additional economic, environmental and social benefits to deliver our strategic priorities.

Through small, low-cost adjustments to the procurement and management of our contracts and single purchases, the Council will be better able to monitor and diversify the social value that their suppliers choose to deliver. This will ensure that OCC’s procurements have a greater

and more relevant impact on local communities, and will help to secure a bright future for their residents.

POLICY SCOPE

This Policy applies to all spending above £100,000 on third-party contracts and single purchases by OCC's Procurement & Contract Management Hub, acting on behalf of the Council. In future, there may be decisions outside of procurement, such as planning, grants, joint ventures and frameworks when this Policy could also apply, and where significant social value could be unlocked.

Beyond our organisation, the Council is also committed to explore working with partner organisations, including the NHS, Fire and Police and Oxfordshire Local Enterprise Partnership (OxLEP) to increase the amount of social value delivered collectively by public sector organisations through jointly agreed approaches.

INTRODUCTION

Delivering Our Priorities

Oxfordshire County Council is committed to delivering goods, works and services that create vibrant communities under our governance. Contained within the Council's Corporate Plan are the following strategic priorities:

- **Taking climate action for a zero-carbon future:** Lead on environmental sustainability by delivering on our commitments to be carbon neutral from our own operations by 2030, enable a net-zero carbon Oxfordshire by 2050 and collaborate with suppliers to bring down supply chain emissions
- **Promoting diverse local skills & employment:** Support a flourishing local economy by improving transport links to create jobs and homes for the future; promote low carbon jobs; improve infrastructure to strengthen the rural employment market
- **Supporting growth of local and diverse SMEs, the green economy and attracting responsible investment:** An enterprising and innovative economy with strong and vibrant local centres that drives sustainable local growth for Oxfordshire, and maximises the local benefits of net zero transition
- **Flourishing, safer & more connected communities:** We strive to give every child a good start in life, provide opportunities to support active lifestyles, promote health and wellbeing, work with partners to address the causes of health inequality and cultivate inclusive and safe neighbourhoods.

Legislative Context

The Public Services (Social Value) Act 2012 ("the Act") came into force in January 2013, cementing the responsibilities of a contracting authority when procuring those services contracts that are subject to public procurement regulations. The Act requires and encourages councils to take into account the 'economic, social and environmental wellbeing of the relevant area' in its procurement activity.

OCC intends to make a further commitment, by going beyond the Act's requirements and implementing this policy into all aspects of its commercial and procurement activity, wherever practicable. In doing this, both the letter and the spirit of the Act can be delivered whenever the Council engages in third-party purchasing and contracting.

Why is Oxfordshire County Council Doing This?

Incorporating social value into our procurement process can be achieved with minimal additional time and cost, yet it is a change that can make a real difference to people in the local community, to service delivery and to the Council's spending plan as a whole. Adoption of this policy will provide benefits that meet our corporate priorities, as detailed in the Corporate and Business Plans, the Climate Action Framework and the joint Including Everyone: Equalities, Diversity and Inclusion ("EDI") Framework.

Local Suppliers and Local Employment

A key aim of the social value policy will be to increase spending with local suppliers, which would support the local economy and job market. By underlining the importance of local suppliers in our tendering process, the Council will also be better placed to keep more of the social value addition within Oxfordshire. This will enable both areas to build back better and contribute to other key priorities including emission reductions and vibrant communities.

Examples of such added value and tangible benefits might include:

- More jobs created for disadvantaged individuals
- More opportunities for local Micro, Small and Medium Enterprises ("MSMEs") and Voluntary, Community and Social Enterprise ("VCSE") organisations through targeted spending
- Improved employability for young people through meaningful work placements, apprenticeships and careers support
- Recruiting and reskilling of personnel away from high carbon industries
- An increase in the number of local employers paying at least the Joseph Rowntree Foundation Living Wage
- Equality, diversity and inclusion training provided both for staff and supply chain staff
- Air pollution is reduced through more sustainable corporate transport
- A commitment by the supplier to reduce a specified level of carbon emissions from particular aspects of their contract or purchase delivery or from their supply chain.

POLICY OBJECTIVES & SOCIAL VALUE FRAMEWORK

Objectives

The objectives of the social value policy are to maximise the local impact of the Council's spending and to:

- Introduce a social value management tool that supports the delivery of our strategic priorities for the people and environment of Oxfordshire
- Provide a consistent approach to measuring and reporting social value throughout the provision cycle, including continuous improvement
- Define and implement a robust, transparent and efficient digital solution for assessing and awarding the social value segment of tenders, and managing relevant supplier performance during the contract lifecycle
- Allow organisations to compare their own social value performance by sector and build, over time, industry benchmarks to understand 'what good looks like' in Oxfordshire
- Reduce the uncertainty surrounding social value measurement for organisations, allowing them to make informed decisions based on robust assessments and hence to embed social value into their corporate strategies.

Social Value Measurement Framework

The National Social Value Measurement Framework (the "Measurement Framework") will underpin and empower the objectives of this policy, by allowing us to unlock, measure and report the social value provided by our suppliers during the provision cycle. The Measurement

Framework is also known as the “National **TOMs**” because it is built around a set of **T**hemes, **O**utcomes and **M**easures, and in recent years has become the most commonly used framework in the UK. The National TOMs were launched in 2017 by the [National Social Value Taskforce](#), chaired by the Local Government Association (LGA), with over 40 members from organisations representing central and local government, the private sector and the third sector.

The National TOMs provide a flexible, measures-based calculation framework designed to articulate social value outcomes in terms that can be objectively assessed. It was conceived and developed to be evidence-led and applicable over the ‘whole life’ of a contract or single purchase, as well as throughout the provision cycle.

Oxfordshire County Council's TOMs

THEME	OUTCOMES
PROMOTING DIVERSE LOCAL SKILLS & EMPLOYMENT	More local people in employment
	More opportunities for disadvantaged people
	New and improved skills for local people
	Improved employability of young people
SUPPORTING GROWTH OF SMEs, THE GREEN ECONOMY AND ATTRACTING RESPONSIBLE INVESTMENT	More investment and opportunities for local MSMEs and VCSEs
	Improving staff wellbeing and mental health
	Increase and promote fair and equal pay, and reduce pay gaps (gender, ethnicity, disability, etc.), by collaboration with suppliers
	Encourage best practice and ensure compliant, ethical procurement
	Social Value embedded in the supply chain
VIBRANT, SAFER & MORE CONNECTED COMMUNITIES	Addressing the causes of health inequalities
	Vulnerable people are helped to live independently
	Crime and anti-social behaviour is reduced
	Engage with our communities, develop strong ties and collaborate on projects to improve the local area together
TAKING CLIMATE ACTION FOR A ZERO-CARBON FUTURE	Carbon emissions are reduced
	Air pollution is reduced
	Safeguarding the natural environment
	Resource efficiency and circular economy solutions are promoted
	Sustainable procurement is prioritised
ENCOURAGING SOCIAL INNOVATION	Other measures (TBD)

Figure 1: OCC Social Value TOMs framework

Each of the Measures behind the Outcomes have been assigned a proxy value which allows organisations to report their delivery in financial and non-financial terms. These values were agreed by the National Social Value Taskforce and stem from public sector data sources such as the Unit Cost Database (UCD), following benefit analysis techniques as outlined in the HM Treasury Green Book and other relevant monetary valuation techniques, such as benchmarking of market prices.

There are several benefits to using both the National TOMs and the tendering and contract management portal, known as the Social Value Portal (“the Portal”) for Oxfordshire County Council. We will be able to:

- ✓ Objectively compare and benchmark year on year social value delivered between contracts and services, to seek sharing of best practice and drive better performance
- ✓ Gain a deeper understanding of where social value is being generated within our suppliers and areas - as well as where more social value could be unlocked to improve outcomes
- ✓ Puts a common language (the £) against the positive impact our spending brings to the area, to inform service planning, tendering and purchasing

- ✓ Being better informed, about where further social value could be unlocked locally, will develop and support our communities, in turn creating a more resilient, healthier and prosperous workforce to contribute to a flourishing Oxfordshire.

See Annex One for the full Measurement Framework.

UNLOCKING SOCIAL VALUE: PROCUREMENT & CONTRACT MANAGEMENT

Oxfordshire County Council is committed to a performance and evidence-based approach to unlocking social value, which will ensure that suppliers' tender responses and/or proposals are assessed fairly and independently. The Council will be using the Portal during the tendering process, as well as to monitor supplier performance in the delivery of this added social value during the contract lifecycle.

Companies due to take part in tender exercises will be invited to attend a webinar to learn more about social value bidding, which are held on a monthly basis. Candidate bidders will then receive the Invitation To Tender ("ITT") document(s) and be able to enter the details of their social value bid response onto the Portal by the deadline, ready for bid evaluation and business award processes.

When using the Portal during the bid evaluation and business award processes, the Council will review the additional social, economic and environmental benefits that candidate bidders have offered to deliver for local communities. This will form part of the decision-making process, alongside the separate evaluation of Price and Quality undertaken by the Council directly. This will result in the award of business to the winning bidder, and they will then become a council supplier.

The new supplier will have a performance management account created for them on the Portal. This account will be used periodically during the contract term by the supplier and OCC, to keep track of the delivery of the social value offer made during the earlier tender exercise. The supplier's performance data will be available in unit measures and/or converted into £ GBP value, enabling useful analysis and purposeful discussion to take place.

Existing suppliers, whose contracts have already started, can still choose to submit social value proposals onto the Portal, and to have their delivery performance monitored against these proposals for the remaining duration of their contract with OCC. This will enable the Council to unlock this added social value more quickly than waiting for each tender exercise to take place as scheduled.

Where social value is considered as part of a tender exercise, the public sector Equality Duty continues to apply. A central aim of the Social Value Policy is to promote positive equality outcomes.

Spend Threshold

In order to maximise the effectiveness of this social value policy, while still maintaining the efficiency of the provision cycle, a spend threshold has been set at £100,000 GBP. The threshold assessment should be conducted at the start of the provision cycle and be based on the estimated spend during the contract or purchase's whole lifecycle.

Any proposed contracts or single purchases below this threshold can proceed through the provision cycle without needing to comply with the requirements of this policy. This means there is no need for suppliers of lower value goods, works or services to interact with the Portal or submit any social value tender responses. However, any supplier may choose to submit a

social value proposal (at any point during their contract's lifecycle) to the Portal, even if the contract or purchase has previously been assessed as below threshold.

All contracts or single purchases above this threshold will need to comply with the requirements of this policy, unless an exemption waiver has been obtained (see paragraph below for details). This means that suppliers of higher value goods, works or services will need to interact with the Portal to submit tender responses and performance management data while any contract is active.

If an exemption is proposed or required for any contract or single purchase above the spend threshold, a waiver can be obtained from the Head of Procurement and Contract Management or their delegated authority. Requests for such an exemption should be made on an exceptional basis only and should include an appropriate business case. Requests will only be granted following review of the business case and any prior history of exemption requests. If the exemption is granted, then the proposed contract or purchase can proceed through the provision cycle without needing to comply with the requirements of this policy.

Tender Evaluation Weightings

In order to support and deliver on the Council's priorities as set out in the Corporate and Business Plans, it has been agreed that a standalone evaluation weighting will be applied to each tender exercise that has been assessed as above the spend threshold. The evaluation weighting is intended to measure the following:

- Social Value: the economic, social and environmental outcomes offered by suppliers and linked to the National TOMs (as adapted to suit the Council's needs).

This will emphasise the importance of social value to our candidate bidders, which should result in better quality engagement with the Portal and the submission of considered and effective tender responses, that are tailored to the requirements of OCC and our residents.

The evaluation weighting will be structured into two tiers, and the applicable tier will depend on the estimated spend during the contract or purchase's whole lifecycle. The tiers will work as follows, unless an exemption waiver has been granted:

- A lower tier that includes all contracts or single purchases above the spend threshold (£100,000 GBP). A minimum of 12% social value evaluation weighting will be applied to all eligible tender exercises above the spend threshold;
- An upper tier that includes all contracts or single purchases that are above the Public Procurement thresholds. A suggested minimum of 16% social value evaluation weighting will be applied to all eligible tender exercises in this tier.

To support and enable the Council's Climate Action Framework (click [here](#) for details), and to help realise the commitments therein, all Climate Action measures within the TOMs Measurement Framework will have a maximum prioritisation weighting in the Portal. In addition, for all contracts or single purchases that are above £500,000 GBP (the "climate action threshold"), a delivery plan is required in which candidate bidders must explain their planned approach to climate action in detail.

Established and New Frameworks

Where an established framework allows, it is expected that the evaluation weightings for quality and price will be reduced in equal proportions, to preserve the respective ratios that existed prior to the introduction of this social value policy. For example, in the case of a lower tier tender exercise, where price was evaluated at 60% and quality at 40% of the overall score, then future tenders will be evaluated as follows:

- Price: 54%

- Quality: 34%
- Social Value: 12%

Where an established framework does not offer this flexibility, it is recommended to contact the framework owner to request whether an exception can be made to allow implementation of this social value policy. If the exception is not granted, it is recommended to ask for the date of the next refresh of the framework, and whether any adjustment is planned to take account of social value policy and the Public Services (Social Value) Act 2012. This will enable appropriate next steps to be taken, such as a contract extension if a new framework is shortly due to be introduced, or an exemption waiver (for details, please see the Spend Threshold section above) if no flexibility in the framework exists or can be granted on an exception basis.

If a change to the percentage social value and/or climate action evaluation weightings is proposed or required for any contract or single purchase, then authorisation should be obtained from the Head of Category if above the contract spend threshold or the Head of Procurement and Contract Management if above the Public Procurement thresholds. The authorisation request should provide full details of the change in the percentage evaluation weightings and an appropriate business case.

Where any new frameworks are established by OCC for our own use, social value will be included as part of the selection tendering process. Evaluation weightings will be applied in line with those set out in this Social Value Policy.

Accessibility

We are taking steps to improve the accessibility of the procurement process itself, to encourage a diverse range of bidders to participate in tenders relevant to them. It is important that e.g. local businesses, MSMEs, and companies with diverse ownership or management are well-supported and feel included as they build their experience. This will increase the likelihood of their participation in future. We also ensure that such businesses have fair access to participate in relevant tenders alongside their national and global counterparts, and our established supplier base.

Such steps may include:

- Ensuring that financial turnover thresholds are appropriate and relevant to the value and criticality of the tender, and where financial risk is not high, to ensure small, local firms or MSMEs are not excluded;
- Dividing larger contracts into lots, e.g. geographical zones, so that small organisations with limited capacity can bid for part of the contract;
- Promoting a healthy local supply chain, including building awareness of Council purchasing activities and driving regular tender participation from small, local and diverse businesses, alongside their national and global counterparts
- Ensuring the procurement process is accessible to bids from consortia or partnerships, which can be formed from a number of small and/or local businesses;
- Engage small, local and diverse suppliers with the soft market testing phase prior to major tender exercises, as well as regular market briefings, to build understanding and awareness of Council procurement processes.

Throughout the Provision Cycle: Procurement Process Flow

The process flow for this social value policy is structured as follows:

1. Threshold Assessment
2. Final Options and Business Case
 - Sourcing Plan
 - Authorisations

3. Tender Document Preparation and Tendering
 - Evaluation Weightings
 - Bidders
 - Prioritisation
 - Evaluation
 - Supplier Debrief and Feedback
 - Business Award and Contracting
4. Contract Management

The full process flow can be found in Annex Two below and should be consulted after threshold assessment has been completed. All relevant steps should be followed to ensure full compliance with this social value policy.

GOVERNANCE

A Cabinet member and Senior Officer for social value have been assigned to lead and govern this Policy. These are supported by a Social Value Board and Social Value Leads, managers and officers.

Oxfordshire County Council will periodically review this Social Value Policy. In doing so, OCC will take account of any changes in legislation pertaining to the Public Services (Social Value Act) 2012, Public Contracts Regulations 2015, the Local Government Act, EU Regulations for as long as these remain applicable, and any changes to the Council's priorities, when it is reviewed.

To further communicate this Policy's performance and progress to all stakeholders, the Council will release an annual Social Value Statement from 2022 to outline key areas of focus, future targets, operational procedures, successes and to communicate key messages to staff, partners, suppliers and other locally based organisations impacted by our social value performance.

ANNEX ONE

OCC TOMs FRAMEWORK AND USEFUL LINKS

TOMs Framework

Useful Links

- [**The National TOMs:** The Nationally accredited measurement framework for measuring Social Value through partnership with the LGA](#)
- [**Short films** from the Local Government Association on how to use the TOMs](#)
- [**Guidance document for Bidders:** Social Value Portal's bidder guidance](#)
- [**National Social Value Taskforce:** An open network which welcomes any organisation to get involved](#)

ANNEX TWO

THROUGHOUT THE PROVISION CYCLE: PROCUREMENT PROCESS FLOW

1. Threshold Assessment

Conduct a threshold assessment based on the estimated spend during the contract or purchase's whole lifecycle and, if above threshold, determine whether the tender exercise should be run using the lower or upper tier of evaluation weightings for social value (see detail below via bullet point 'Evaluation Weightings').

If an exemption waiver is proposed or required, prepare an appropriate business case, and apply to the Head of Procurement and Contract Management, or their delegated authority, for their waiver authorisation.

2. Final Options and Business Case

This phase seeks to identify the instances in which the Council should either deliver works or services itself, procure goods, works or services from an external provider or follow a strategy somewhere in-between these two options. Consideration of securing Social Value through a procurement plan will be required for instances where external providers are required.

- **Sourcing Plan:**

Pre-market engagement and any consultation requirements should be considered here, with the aim of identifying the appropriate, relevant and achievable elements of social value that could be delivered through the life of the contract.

- **Authorisations:** Follow the relevant authorisation routes for the options paper and/or the sourcing plan as set out in the Provision Cycle, ensuring that the social value elements are signed off at the same time as the overall document being reviewed.

3. Tender Document Preparation and Tendering

- **Evaluation Weightings:** Informed by best-practice across authorities in England, having analysed our recent years of spending and aligned this policy with the Council's Corporate and Business Plans, our evaluation weighting and thresholds reflect the biggest potential that can generate meaningful value creation:

- For contracts above £100,000 GBP (goods, works, services), a minimum of 12% social value evaluation weighting will be applied;
 - Exemptions within this threshold may exist, such as for contracts less than six months in duration;
- For contracts above Public Procurement thresholds (goods, works, services), a suggested minimum of 16% social value evaluation weighting will be applied;
 - Exemptions within this threshold may exist, such as for tender frameworks with fixed evaluation weightings.

All Climate Action measures within the TOMs Measurement Framework will have a maximum prioritisation weighting in the Portal. In addition, for all contracts or single purchases that are above £500,000 GBP (the "climate action threshold"), a delivery plan is required in which candidate bidders must explain their planned approach to climate action in detail.

- **Bidders:** Based on the OCC TOMs framework, bidders will be required to propose credible targets against which their performance will be monitored.¹ It is important for bidders to understand the specific requirements set out in the Invitation to Tender (ITT) documents.
- **Prioritisation:** Prioritisations will be given in the Council's Social Value tender requirements to certain Social Value measures that provide the most benefit according

¹ Please note that OCC is not being prescriptive as to which TOMs measures are being sought from bidders by way of Social Value proposals. Bidders are free to choose those measures that are proportional and relevant to their business and to the specific contract. A key success factor for bidders will be their ability to deliver against the social value commitments they have made.

to the local area's needs and deprivation. With a climate emergency declared by Oxfordshire County Council, the climate action measures will be prioritised for all tender exercises run through the Portal.

- **Evaluation:** Social value bid evaluation is both quantitative (TOMs) and qualitative (supporting delivery statement for each measure). Scoring the quantitative and qualitative evaluation is split 60/40 by default, to ensure that targets are deliverable and well-evidenced, although it will be possible to adjust these sub-weightings to suit the needs of a given tender. The scoring process will be based on the following key elements:

Quantitative	Qualitative
<p>The quantitative Social Value score will be calculated using the formula below:</p> $\frac{\text{Bidder's total social value offer}}{\text{Value of the highest social value offer from all bidders}} \times 100$ <p>The bidder submitting the highest Social Value bid will be scored 100% for this section. All other bidders will be scored in relation to the highest Social Value bid.</p>	<p>Bidders must accompany input target figures for specific Social Value measures with a rationale for each Social Value proposal in the Description / Evidence Box and/or Delivery Plan on the Portal, which demonstrates that they have credible processes in place to deliver their social value commitments on time and to an appropriate standard.</p>

The way in which these proposals will be scored as part of the tender process will be completely transparent and suppliers will know how their Social Value proposals will be evaluated by the Council. For additional guidance see the Useful Links section above.

- **Supplier Debrief and Feedback:** Follow the relevant supplier debrief and feedback process as set out in the Provision Cycle, according to the total contract spend value. Ensure that the social value scoring and reasons are included within the overall feedback as appropriate.
- **Business Award and Contracting:** At the conclusion of the tender process, the business will be awarded to the winning bidder and a formal contract will be entered into (except in the case of single purchases, where instead a short set of terms and conditions may be agreed between the parties). In any case, the contract or agreed terms and conditions shall incorporate the social value commitments made as part of the winning bidder's response. For a contract, this will likely take the form of a schedule, located after the contract's signature page.

4. Contract Management

Responsible officers will monitor social value commitments, with agreed reporting periods to track progress ensuring commitments are undertaken in their entirety and using the Council's leverage when suitable to support delivery.

The Council will seek to hold suppliers to all their contractually specified social value commitments and these will be treated like any other commitment specified in the price or quality component of the suppliers bid submission. In the event of a supplier being unable to deliver one or more of their social value commitments, the Council will permit the supplier, subject to proper agreement and authorisation, to deliver one or more suitable alternative social value commitment(s).

The attached template is intended to be used when producing papers for the following meetings:

- Chief Executive's Direct Reports (CEDR)
- Extended Leadership Team (ELT)
- Informal Cabinet
- Cabinet/CLT Away Days
- CLT Away Days
- MPs Meetings
- Bilaterals / Oxfordshire Leaders / Chief Executives (needs discussion)

The template has been developed to:

- Prompt some thought around issues and implications for reports/decisions, including some of those that we are required to include for auditing/or best practice reasons
- Bring some clarity and structure to some papers
- Work towards more consistent report formatting
- Avoid having officers having to reformat papers for various internal meetings

It is anticipated that officers would only use headings where appropriate and it is understood that the explanatory text may need to be adapted for different meetings.

The following must be completed for all reports. The issues must be assessed in good time, with advice taken from relevant specialist staff and taken into account before the report is finalised and submitted for review. An indication as to who is responsible for the assessment (e.g. the report's author), and which specialist officer was consulted, should always be included.

Review/Engagement	Name of specialist(s) consulted	Date [if you have consulted more than once list all the dates]
Other teams/functions likely to be impacted	Sarah Gilbert, Tom Layzell, Jeremy Richards	22 nd October 2020, 4 th November 2020
Budgetary Implications	Kathy Wilcox, Ian Dyson	6 th November/ 9 th November 2020
Staff implications/HR	Alison Forfar, Carol Hendry	10 th November 2020
Legal Implications	Christian Smith	9 th November 2020
Equality Implications	Policy Team	1st-23rd October 2020
Risk Management		
Communications		
Assistant Director	Rachel Wileman	21 st October 2020
Director	Sue Halliwell	21 st October 2020
Corporate Director	Paul Feehily	21 st October 2020

Author's Name: David Wood

[Page one can be removed only by the Meeting Co-ordinator]

MEETING NAME CEDR	ITEM X
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18th November 2020

Recommendation to develop and Implement a Joint OCC/CDC Social Value Policy

Purpose / Recommendation

1. To update CEDR on the introduction of a joint Social Value Policy for Oxfordshire County Council and Cherwell District Council.
2. To approve the proposed approach for delivering social value, outlined in this paper and in the attached Social Value Portal proposal.
3. To approve the approach to governance and timescales outlined in the report.

Executive Summary

4. Social value is the additional environmental, social and economic benefit which can be achieved over and above the core benefit of the goods or services being procured and commissioned.
5. A Joint Social Value Policy will enable OCC and CDC to deliver increased value from their procurement and commissioning activity whilst adhering to the requirements of the Social Value Act 2012.
6. The social value generated from such a policy will support the social, economic and environmental priorities of both OCC and CDC, including Climate Action and equalities commitments. The policy could also form an important element of OCC's 'renewal' approach seeking to drive more local benefits from our procurement activities.
7. The councils will continue to work with market leading social enterprise Social Value Portal to develop a policy and embed it in the procurement and commissioning processes and documents for effective implementation.
8. Delivery of social value will be accurately measured and reported using a reliable online platform provided by Social Value Portal and the robust TOMs (Themes, Outcomes, Measures) Framework methodology.
9. The policy development and implementation of the policy will be led by the Procurement Category Lead, Communities. The Climate Action Policy Officer and Policy Team (Communications, Strategy, Insight) will support on the policy development.

Background

10. OCC and CDC spend a combined c£600m on their procurement and commissioning activity per annum. In addition to this, the Growth Fund and HIF Funding represents around £150 per annum for the next 3-4 years. This presents a significant

opportunity for the councils to use the supply chain to deliver additional benefits to the people of Oxfordshire.

11. The Social Value Act 2012 requires all public sector organisations (and their suppliers) to look beyond the financial cost of a contract and consider how the services they commission and procure might improve the economic, social and environmental well-being of an area.
12. A Social Value Policy provides the opportunity for OCC/ CDC to generate increased value from its procurement and commissioning activity (goods, services and works) through requiring suppliers to identify the additional economic, social and environmental benefits they are able to deliver as part of the contract.
13. Examples of additional social value that could be committed by suppliers could include use of low emission vehicles, suppliers employing more individuals from disadvantaged backgrounds or suppliers providing increased support for staff wellbeing as part of contract delivery.
14. Social Value Portal (a leading social enterprise) has demonstrated the benefit of taking a social value approach, delivering an average +25 per cent in social value from procurements which it has supported public sector organisations with, including +20 per cent social value delivered with West Midlands Combined Authority and +27.7 per cent with Star Procurement (who work with 4 Local Authorities in the North West).
15. The additional social value generated as a result of a social value policy can be directed to achieving OCCs and CDCs key economic, social and environmental priorities, including taking climate action and delivering our equalities agenda. The policy is not expected to deliver direct financial savings to OCC/CDC.
16. As part of its Climate Action Framework, OCC has committed to reduce carbon emissions and to improve environmental standards in its contracts. CDC has published its own Climate Action Framework to guide action and mobilisation of its Climate Action programme to 2030 and recognises the importance of delivering purchasing standards aligned with CDC's climate goals. Around 80% of emissions from a typical Local Authority are from its supply chain, so the connection between carbon, procurement and social value is strong. OCC's 'Including Everyone' framework also requires our suppliers to match our commitments on equalities.
17. In addition to increased delivery of social value through procurement and commissioning activity, a social value policy offers the following benefits:
 - a. Promotes a responsible supply chain
 - b. Encourages greater innovation and long-term thinking
 - c. Enables the councils to better understand their supply chain, including required measures to improve resilience to supply chain shocks
 - d. Realises the wider cross-benefits achieved from incorporating a wider economic, social and environmental policy focus

Proposed Approach to Developing and Implementing a Social Value Policy

Social Value Policy Development

18. The Social Value Portal (SVP) was identified by the Head of Procurement and Contract Management to provide expertise in developing and delivering a social value policy. The SVP is recognised as the market leader in developing, embedding and measuring social value for both public and private sector organisations.
19. As detailed in the accompanying proposal (annex 1), Social Value Portal will support OCC and CDC in the development and embedding of the Social Value Policy in the following ways:
- Support the design of the social value policy, including research to identify an appropriate set of minimum specifications aligned to OCC and CDC priorities (Policy team involvement will ensure the policy reflects each council's key strategic objectives).
 - Support the development of a toolkit to embed the Social Value Policy in the Councils' procurement and Commissioning activity.
 - Provide access to a platform to enable accurate measurement and reporting of delivered social value against council priorities. The portal calculates social value delivered against each council priority.
 - Support OCC/CDC to carry out procurements on the SVP Portal, including evaluating tender responses and ongoing contract management on the Portal.

Social Value Policy Implementation

20. The following approach is proposed to implement the Social Value Policy:

- A social value weighting:**
 - incorporated into tender evaluations alongside cost and quality factors, enabling suppliers to identify areas (social, economic and environmental) where they can most effectively deliver social value in alignment with OCC/CDC priorities.
 - A social value weighting for OCC/ CDC will be determined as part of the policy development process, with best practice typically applying a weighting of around 20 per cent for larger contracts.
 - A minimum contract value to which social value weightings apply will also be determined. This is typically around £100,000 but can be set lower for a more ambitious policy.
- Specific minimum standards** will be incorporated into contracts, reflecting OCC and CDC priority outcomes. Such standards may for instance include minimum energy efficiency standards for electrical appliances.
- Industry specific standards** can be identified for larger contracts as appropriate. This could include for instance requiring suppliers to replace high carbon construction materials such as steel or concrete with lower carbon alternatives in construction projects.

21. In addition to the approach outlined above, it is proposed to incorporate a 'climate specific' social value weighting into appropriate tender evaluations, reflecting the significant proportion of council emissions associated with the supply chain, the

specific commitments both councils have made on emissions reduction and the relatively low values assigned to carbon reduction elements of social value delivery.

TOMs Framework

22. SVP use the National TOMs (Themes, Outcomes, Measures) Framework as the tool to identify and measure social value benefits delivered through the policy. The TOMs Framework assigns proxy monetary values against each measure so total social value delivery can be accurately calculated and compared.
23. The TOMs Framework has been developed in accordance with Treasury Green Book principles, developed through widespread consultation with both public and private sector organisations and is supported by the Local Government Association and central government as a robust and reliable measurement framework. The TOMs structure and approach is very similar to current CDC and OCC arrangements for setting, monitoring and reporting on performance against outcomes and KPIs.
24. This framework applies 5 key themes to capture and measure social value and will enable us to directly support climate action and a more resilient supply chain:
 - a. **Jobs:** Promote Local Skills and Employment
 - b. **Growth:** Supporting Growth of Responsible Regional Business
 - c. **Social:** Healthier, Safer and more Resilient Communities
 - d. **Environment:** Decarbonising and Safeguarding our World
 - e. **Innovation:** Promoting Social Innovation
25. Alongside the 5 key themes defined through the TOMs Framework, 27 outcomes and 160 measures have been designed to enable the delivery of social value in a wide range of different forms. Outcomes can be prioritised within the framework to incentivise suppliers to deliver social value according to identified council priorities. The councils' can choose which outcomes and measures to adopt, according to our local needs.
26. Through taking a non-prescriptive approach to social value delivery, suppliers can deliver social value where they are most able to, avoiding increases in the cost of delivery of the contract.

Governance

27. The project will be led by the Procurement Category Lead, Communities. The Climate Action Policy Officer and the Policy Team (Communications, Strategy, Insight) will support on the policy development.
28. The Climate Action Cabinet Advisory Group has requested to be updated on development of the policy at a future meeting, the date of which is to be determined.
29. The policy is expected to progress to Cabinet and Exec via the appropriate governance steps, with indicative timescales provided at the end of this report.

Budgetary implications

30. The Social Value Policy seeks to improve the outcomes delivered through OCC/CDC from procurement and commissioning activity.
31. Additional social value generated from implementation of the policy will be directed towards council priorities, utilising the prioritisation approach for the TOMs Framework
32. A key criterion of any minimum standards incorporated into the policy will be that they don't result in significant cost increases over the lifecycle of the relevant goods and services.
33. The costs associated with funding support from Social Value Portal will come from the Climate Action team budget and consist of the following:
- a. SVP to support policy development and associated research - **£6,000**
 - b. First year's access to the Social Value Portal platform, April 2021 to March 2022 (for measurement and reporting purposes) - **£15,000**
 - c. Ongoing subscription to the Social Value Portal's platform in following years will require ongoing funding (currently £15,000 per annum or £36,000 for three years)
34. Ongoing subscription to the SVP portal will be reviewed following the initial one-year subscription, including through engagement with suppliers and procurement colleagues where necessary to ensure the subscription is delivering the required benefits.
35. It is proposed that following first year's access, the annual £15,000 cost of access to the Social Value Portal platform and ongoing support from SVP will be charged to the winning bidders of major new contracts which use the SVP platform.

Equalities implications

36. A Social Value Policy will be aligned to OCC/CDC priorities on equality, diversity and inclusion and will therefore require suppliers to align delivery of the contract with those values, whilst giving suppliers the freedom to identify how it is most suited to deliver that social value.
37. Social value in procurement and commissioning is a relatively new approach yet to be adopted by many organisations. Smaller organisations may therefore require some support to help them meet any social value requirements to win tenders. This support will be provided, with SVP providing supplier engagement on social value as part of the onboarding process to its platform, ensuring smaller organisations are aware of tender opportunities and are able to bid for larger contracts through partnering with other organisations in bids.

Risk Management

38. A key concern of a Social Value Policy is that the additional social value delivery inflates the cost of contract delivery, which is then passed onto the councils. This however is not expected to occur since cost will remain a primary element of tender evaluations. In addition, taking a non-prescriptive approach to social value delivery will enable suppliers to deliver social value where they are most able to, rather than having to commit additional resource to deliver specific outputs.
39. Development and implementation of a Social Value Policy will require some additional staff time. This requirement will be minimised by commissioning Social Value Portal to lead on the development of the policy and advise on the ongoing implementation and management, for instance through embedding social value in the councils' procurement documents, thus limiting the amount of additional officer time required. Any further staff time requirements will be allocated between the Procurement Category Lead (Communities), Climate Action Policy Officer and Policy Team as appropriate.
40. It will be ensured that social value delivery will be aligned with council priorities through undertaking a detailed policy review and officer workshop as part of the policy development process, as well as the selection and prioritisation of measures in the TOMs Framework that are aligned with council priorities.
41. The annual subscription to SVP's online platform will include an element of training and engagement with OCC and CDC staff. If the experience of using the platform was not considered satisfactory or inferior to services offered by a competitor, there would likely be some challenges around changing the provider, such as the need for additional training and difficulty in making comparisons between social value generation identified on each platform.
42. Social Value Portal will deliver officer training to ensure that social value is fully recognised and embedded within the councils' procurement and commissioning activity. In addition, SVP will allocate a dedicated Social Value Advisor to provide guidance for the ongoing effective implementation of the policy.

Communications

43. The proposed approach to developing the social value policy was presented to the Climate Action Cabinet Advisory Group in June 2020 and endorsed by the group.
44. Social Value Portal have also presented to Policy, Procurement and Climate Action team members.
45. Going forward, engagement will need to take place with both Councillors and Officers to ensure the social value policy is successfully embedded within both Councils.
46. As part of the development of the policy, a workshop will be undertaken, consisting of officers from across both OCC and CDC, reflecting the wide-ranging scope of the policy.

47. The policy development process will also incorporate two training days to support understanding of the policy.

48. Following presentation of the proposed approach to delivering the Social Value Policy to the Climate Action Cabinet Advisory Group has also requested an update on project progress at a later date.

Key Dates

49. Social Value Portal are ready to commence with the below steps from December 2020, subject to approval from CEDR:

Stage	Indicative Timescale	Action	Action Detail
Policy Development	4 Weeks	Policy Review	Thorough review of local policies, including those of OCC and CDC
		Research into Specific Specifications	Research to identify minimum standards aligned to Council priorities identified through policy review.
		Draft policy	Policy will be drafted based on policy review and specifications research.
OCC/CDC Governance Process – Policy Approval	February	Climate Action CAG	
	May	CEDR	
	May	Informal Cabinet/ Informal Exec	
	June	Cabinet/ Exec	
	July	Full Council	
SVP Portal Onboarding	3 weeks	Kick Off Meetings	Agree key milestones, review ITT wording (including social value weightings, minimum contract value thresholds), agree approach to tender evaluations
		Undertake TOMs Workshop	Introduction to social value measurement, review of social value objectives, TOMs mapping exercise
	3 weeks	Implementation	Portal set-up and development of guidance materials
		Training	General social value and portal training, advanced training, evaluations training, bidder/supplier engagement

Template for internal council meetings



**OXFORDSHIRE
COUNTY COUNCIL**

	2 weeks	Project Go Live
	Ongoing	Evaluation
		Data Review and Reporting
		Annual Feedback

Report by
Contact Officer
November, 2020

Steve Jordan, Corporate Director
David Wood, Procurement Category Lead, Communities

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Divisions Affected - all

CABINET
15 February 2022

Oxfordshire Infrastructure Strategy (OxIS) Stage 1

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**
 - a) Endorse the OxIS Stage 1 as the framework for assessing and identifying strategic infrastructure priorities across the County to 2040, and
 - b) Endorse the use of the OxIS multi-criteria appraisal (MCA) as the basis for the on-going assessment and prioritisation of infrastructure in relevant Council workstreams.

Executive Summary

2. This report introduces the completed, updated first stage of the Oxfordshire Infrastructure Strategy (OxIS), which covers the identification and prioritisation of strategic infrastructure needs to 2040. It asks the Cabinet to endorse Stage 1 of OxIS and to recommend its adoption as the basis for infrastructure assessment and prioritisation in other relevant workstreams. OxIS has been undertaken as a partnership project with District Councils and other Stakeholders, and this Cabinet report follows consideration of endorsement of OxIS Stage 1 by the Future Oxfordshire Partnership on 25th January.

Introduction

3. The original Oxfordshire Infrastructure Strategy (OXIS) was endorsed by the then Oxfordshire Growth Board in November 2017. It has helped secure significant investment for infrastructure in Oxfordshire, particularly for transport schemes being funded through the Oxfordshire Housing and Growth Deal (the Deal) and the Housing Infrastructure Fund (HIF).
4. A refresh of OxIS was a commitment in the Deal and offers an opportunity to update our infrastructure requirements to reflect, for example submitted and approved local plans and proposals identified by third party infrastructure providers such as utility companies and the Health Service Clinical Commissioning Group.

5. Importantly, the OxIS refresh also allows us to re-evaluate our infrastructure requirements in the context of the current priorities of the Future Oxfordshire Partnership, for example to examine them in the light of declared climate change emergencies and a wish to maximise environmental enhancements.
6. The outline scope of the OxIS update was presented and agreed by the then Growth Board in June 2020. This included:
 - A set of five key themes in which to consider infrastructure prioritisation/ investment.
 - The arrangements for overseeing the delivery of the project work, with agreement that the County Council would project manage, alongside the procurement of consultants to undertake technical work.
 - Agreement of the governance arrangements for the project.
 - The need to ensure wide ranging engagement with key infrastructure providers such as the Clinical Commissioning Group, Utilities and Education.
 - The outline budget to undertake the consultancy technical work, drawn from the Growth Deal Capacity Fund.
7. The Board also agreed to split the OxIS project into two parts. The first, Stage 1, an appendix to this report, looks to 2040. The key documents informing this stage are the submitted and adopted local plans and their associated documents, particularly the Infrastructure Delivery Plans.
8. The second stage, OxIS Stage 2, is planned to align with the Oxfordshire Plan 2050 and will provide an assessment of the strategic infrastructure requirements emanating from the conclusions of this Plan.
9. Following endorsement of the project scope, City Science were appointed as project consultants and began work in Autumn 2020. Stage 1 of the OxIS update is now complete, with commencement of Stage 2 to align with the development of the Oxfordshire Plan.

OxIS Methodology

10. The main elements to stage 1 of OxIS are as follows:
 - An outline of the Oxfordshire spatial and place-based context, including showing those areas where new housing and employment is planned, and consequent areas of focus for consideration of new infrastructure.
 - A summary of currently planned housing and employment as outlined in local plans in Oxfordshire, as well as surrounding areas that could have impacts on Oxfordshire.
 - Identification and baseline description of the different types of infrastructure in Oxfordshire.
 - Identification and description of Oxfordshire's future infrastructure needs to 2040. This also shows the spatial impact of planned schemes, as well as where there are gaps in planned infrastructure against identified needs.
 - The development of a Multi-Criteria Assessment (MCA) framework for assessment of identified infrastructure schemes, detailed in the next section.

- The appraisal and scoring of identified strategic infrastructure schemes - 271 in total - against the MCA and the grouping of these by areas of focus and by spatial impact.
 - An assessment of infrastructure funding issues and opportunities, including the outline funding 'gap'.
11. At the core of the refresh of OxIS is a re-examination of the method used to rank or prioritise infrastructure, the so called Multi Criteria Assessment or MCA. The earlier version of OXIS had a well-developed MCA which the refresh could build upon. It was however a child of its time and no longer reflects the current priorities of Oxfordshire.
 12. The new MCA has been developed to reflect these priorities, placing greater emphasis upon for example either maximising the benefits or where necessary minimising the climate and environmental impacts of the infrastructure. It is closely aligned to the Oxfordshire Vision previously endorsed by the then Growth Board and then approved by its partner councils (including the County Council in April 2021). The revised MCA is built upon the five pillars or themes that the then Growth Board approved in April 2020. These are:
 - Environment,
 - Health,
 - Place-making (updated to be place-shaping in the final report),
 - Productivity
 - Connectivity
 13. Within these five pillars there are a further set of sub-categories against which infrastructure schemes are assessed, a total of 25 in all. The net effect of this is to allow a more sophisticated and comprehensive understanding of the impacts and benefits of proposed infrastructure, beyond how it enables housing growth, and marks a departure from the previous MCA in the previous OxIS which placed heavy emphasis on enabling planned housing growth.
 14. Having established this methodology, the report - in annex 1 - then demonstrates how this is applied to the current infrastructure requirements of Oxfordshire. The MCA also includes assessment of how infrastructure schemes relate to current local plan housing and employment allocations, defined as 'growth' in the matrix. It is proposed the 'growth' label in Stage 1 report is replaced with a 'current alignment with local plans' label to clarify this relates to currently planned development.
 15. To ensure that this illustration of how OxIS would prioritise infrastructure was as current as possible, all partners were asked to ensure that the list of infrastructure projects was as up to date as it could be, with the understanding that these projects needed to be worked to at least an agreed level of detail necessary for accurate assessment to be made.
 16. Where infrastructure projects are promoted by partners but had not yet reached the detail needed for assessment they are noted in the report as such. The

opportunity is there to add these or other projects in the future, subject to the necessary information being available.

17. It is important to note that the purpose of the project was to agree a common MCA methodology for infrastructure assessment, and it is this methodology for which endorsement is sought. To enable this the report offers an illustration - at a point in time - of what the current known infrastructure requirements of Oxfordshire would look like when this prioritisation methodology is applied. Inevitably this list of schemes will change over time.
18. Overall, OxIS Stage 1 provides a comprehensive and up to date assessment of current infrastructure needs in Oxfordshire, as well as giving an updated framework for prioritisation of identified strategic infrastructure schemes.
19. The project has not in itself generated new schemes but has drawn these together from other evidence base documents. Importantly this process has shown that there are gaps in planned schemes against the themes identified. This is particularly the case for the environment and health-based themes.

Project governance arrangements

20. OxIS Stage 1 has been progressed as a partnership project, recognising that all Future Oxfordshire Partnership members have an interest in ensuring that the planning and funding of strategic infrastructure is done in an effective and co-ordinated way. To enable this to happen proper governance was put in place at the outset of the project including:
 - Establishing structured project management processes, including a dedicated project management resource from the County Council.
 - Setting up an officer project working group to oversee the projects delivery, with representatives from all Oxfordshire local authorities and the Local Enterprise Partnership (OxLEP).
 - Providing regular updates to the Growth Deal Programme Board and to the Executive officer Group of FOP.
 - Ensuring that the Infrastructure Advisory Group had political oversight on OxIS progress.
 - Procurement of specialist consultants, City Science, within budget to undertake the technical project work.

Stakeholder engagement

21. To ensure that OxIS Stage 1 took a comprehensive approach to identification of infrastructure needs and schemes, it was recognised at the outset that wider engagement was needed to complete work effectively. This was done in two stages, with focused infrastructure stakeholder engagement early on in the work, followed by wider public/stakeholder engagement on draft report.
22. The first engagement in winter 2020/21 consisted of several themed workshops, which were set up with important infrastructure stakeholders, particularly those involved in infrastructure provision. This ensured that key policy, strategy, and

planning documents were identified, as well as any strategic projects that could be put forward for appraisal.

23. The second engagement was carried out in summer 2021, with a web-based public/stakeholder engagement process, based on the draft Stage 1 report outputs undertaken over 6 weeks. The consultation included utilising an interactive project map that enabled users to identify the location of infrastructure projects and to see how they scored against the 5 themes of OxIS - so as to understand relative priority. It also included a summary of all the key parts of the OxIS report, including summarising the multi-criteria framework and the placed-based approach to categorising infrastructure projects.
24. Overall, around 150 responses were received from individuals and organisations with the key messages being:
 - Strong support for prioritising the environment in any infrastructure considerations, followed by health and place-shaping.
 - An emphasis on ensuring that OxIS supports the urgency or achieving net-zero ambitions.
 - A wish to ensure that future infrastructure requirements recognise the changing ways of working post COVID-19.
 - A request that the connectivity and interrelationship between infrastructure schemes be reflected in the MCA.
25. The consultation has allowed the Stage 1 work to be refined in light of comments, for example taking into account embedded carbon in scheme scoring under environment needs. It has also allowed for more proposed strategic infrastructure schemes to be added to the appraisal process, building on evidence submitted as part of the engagement.

Outcome of work undertaken for Stage 1

26. The outcome of the Stage 1 work is set out in 2 reports, which form the appendices to this report:
 - Stage 1 Technical Report, Dec 2021: This gives full detail on the OxIS process, infrastructure context for all relevant areas, identification of future infrastructure needs, the methodology and outcome of the MCA for all proposed infrastructure schemes.
 - Stage 1 Summary Report: Dec 2021: This gives an overview of the Stage 1 work, including key points from the full technical report.

Key considerations for the County Council

27. As set out above in the governance section, OxIS has been undertaken as a Future Oxfordshire Partnership project. Whilst OxIS covers many different infrastructure areas, many of the currently identified schemes that have been assessed are directly related to County Council responsibilities, particularly transport, education and waste management. For example, for transport there

are many public transport improvement and active travel schemes identified, building off evidence including the Bus Service Improvement Plan and existing Local Cycle and Walking Plans. For education there are many primary and secondary school improvements identified that are needed to support planned new local plan development.

28. OxIS Stage 1 has brought together proposed schemes in one updated list, and set out the multi-criteria framework which shows how schemes in these infrastructure areas relate to wider identified needs and planned new housing and employment development in current local plans. The OxIS framework is therefore a flexible and dynamic tool in understanding the benefits and impacts of proposed schemes. There is also opportunity for the framework to weight assessment within the criteria according to corporate priorities.
29. It should be noted that OxIS stage 1 output is only a point in time, and only assesses schemes identified as strategic infrastructure. There is therefore an opportunity to use the framework more flexibility to look at other smaller schemes in different infrastructure areas as they are planned, as well as new strategic schemes as they come forward. It also gives an opportunity to look at how schemes can be improved or enhanced to meet wider needs.
30. As an example, OxIS is already informing development of a pipeline of transport schemes, which will in turn help develop future year capital programmes and funding bids following further feasibility and scheme design. The multi-criteria framework can be used iteratively as part of the scheme development process, giving an understanding of how schemes relate to wider needs as more detail is known about benefits and impacts.

Corporate Policies and Priorities

31. The needs-based MCA at the heart of OxIS fits well with many of the agreed Fair Deal Alliance priorities, allowing for assessment of infrastructure priorities against these. The key linkages are set out in the table below:

Fair Deal Alliance objectives	Identified OxIS sub themes/ needs (under the themes of Environment (E), Health (H), Place-Shaping (PS), Productivity (P) and Connectivity (C))
Put action to address the climate emergency at the heart of our work	E1: Net Zero Carbon Emissions E2: Resilience to Climate Change
Tackle inequalities in Oxfordshire	H1: Reduced Health Inequalities P2: Reduce Oxfordshire's Socio-economic inequalities
Prioritise the health and well-being of residents	H5: Enhanced Mental Health and Wellbeing PS4: Socially Integrated Places
Support carers and the social care system	H3: Improved Health Service Access PS2: Safe and Secure Communities

Fair Deal Alliance objectives	Identified OxIS sub themes/ needs (under the themes of Environment (E), Health (H), Place-Shaping (PS), Productivity (P) and Connectivity (C))
Invest in an inclusive, integrated and sustainable transport system	PS5: Inclusive and Integrated Active Travel C4: Improved Sustainable Transport Connectivity Across Oxfordshire
Improve access to nature and green spaces	H2: Improved Access to Spaces for Physical Activity E3: Enhanced Natural Environment and Bio-diversity
Create opportunities for children and young people to reach their full potential	PS1: Local and Liveable Communities P1: World Class Inclusive Education and Skills Development
Work with local businesses and partners for environmental, economic and social benefit	P3: Attract and Retain Talent in Oxfordshire P5: Drive Economic Growth and Productive Employment

Financial Implications

32. The Stage 1 consultancy work undertaken by City Science came to a total cost of £72,650. In addition there was a cost of £5,000 to host and undertake the web-based consultation. The majority of this cost has been met from the Growth Deal Capacity Fund, apart from £4,250 which has been funded from Bus Service Improvement Plan monies, reflecting the need to take into account additional schemes proposed as part of this Plan following the OxIS consultation. There is currently £14,600 left to develop and deliver OxIS Stage 2, although the exact scope of Stage 2 needs to be worked up in more detail linked to the next stage of the Oxfordshire Plan. Project management of OxIS Stage 1 has been undertaken by the Strategic Infrastructure Co-ordinator in the Infrastructure Strategy Team at OCC. It is expected that they will also project manage OxIS Stage 2.

Comments checked by:

Rob Finlayson, rob.finlayson@oxfordshire.gov.uk

Legal Implications

33. There are no legal implications arising from the endorsement of OxIS Stage 1 by the partnership. OxIS is not a statutory document, and any of the proposed schemes included in the document would have their own decision-making and statutory processes to go through to enable delivery.

Comments checked by:

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

Staff Implications

34. Project management of OxIS has been undertaken by staff within the Infrastructure Strategy team, funded from County staffing budgets. It is expected that this staffing resource will also be able to be drawn on to assist embedding OxIS into wider workstreams. Any of the specific projects identified within OxIS would have their own staffing implications that would need planning for separately.

Equality and Inclusion Implications

35. As set out above, the OxIS needs-based MCA specifically includes sub-themes/needs related to equality and inclusion, particularly H1: Reduced Health Inequalities, and P2: Reduce Oxfordshire's Socio-economic Inequalities. This allows for any proposed infrastructure schemes to be easily assessed in relation to equality benefits and impacts.

Sustainability Implications

36. The OxIS needs-based MCA specifically includes sub-themes/ needs related to Climate Action, particularly E1: Net Zero Carbon Emissions and E2: Resilience to Climate Change. This allows for any proposed infrastructure schemes to be easily assessed in relation to climate action benefits and impacts.

Risk Management

37. The OxIS multi-criteria framework recognises risk to delivery of specific projects at a high level through a Red-Amber-Green assessment of 3 delivery criteria- 'relative commitment', 'technological readiness' and 'partnership working required.' The detail of this is set out in chapter 7 of the technical report. However, its recognised that many of the projects in OxIS are at an early stage of development, and each would have their own set of specific risks to delivery that would need to be reviewed in more detail as they are progressed. For example, it is good practice at the County Council that a risk register is set up for schemes progressed through the capital programme.

Consultations

38. The key consultation and public engagement undertaken as part of the OxIS work to date is set out in paras 21-25 above.

NAME

Bill Cotton, Corporate Director for Environment and Place

Annexes:

Annex 1a: Stage 1 Summary report

Annex 1b: Stage 1 Technical report (report published on the Future Oxfordshire Partnership [website](#))

Background papers:

Nil

Contact Officers:

John Disley (john.disley@oxfordshire.gov.uk), James
Gagg (james.gagg@oxfordshire.gov.uk)

February 2022

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Oxfordshire Infrastructure Strategy (OxIS)

*Stage 1 (2021-2040) -
Summary Report*



CITY SCIENCE
endless possibilities

Date issued: 22/12/2021
Document status: OxIS Stage 1 Summary Report
Version number: 1.2
Document history:

Author	Version	Change reference
Elliot Reid & Simon Lusby	0.1	Summary Report – First Draft
Jo Muncaster	0.2	Update for Infrastructure Advisory Group
Elliot Reid & Simon Lusby	1.0	Summary Report – Final Draft for Consultation
Elliot Reid & Jo Muncaster	1.1	Summary Report – Final for Consultation
Elliot Reid & Jo Muncaster	1.2	Summary Report – Updated for Amendments post public Consultation

Authored by:

Elliot Reid Principal Consultant, City Science
Simon Lusby Technical Director, City Science

Key contributions from:

Dr Andrew Allen, Alex Dawn, Bob Hickish, Chloe Bates, City Science
David Fraser, Elliot Reid, Felicia Baily, Grace Solsby,
Jade Baker-Edwards, Jamie Ridley, Jo Muncaster,
Simon Drake, Simon Lusby, Dr Stephen Welbourne
& Laurence Oakes -Ash

Approved by:

Laurence Oakes-Ash CEO, City Science

1. Stage 1 - Summary Report Introduction

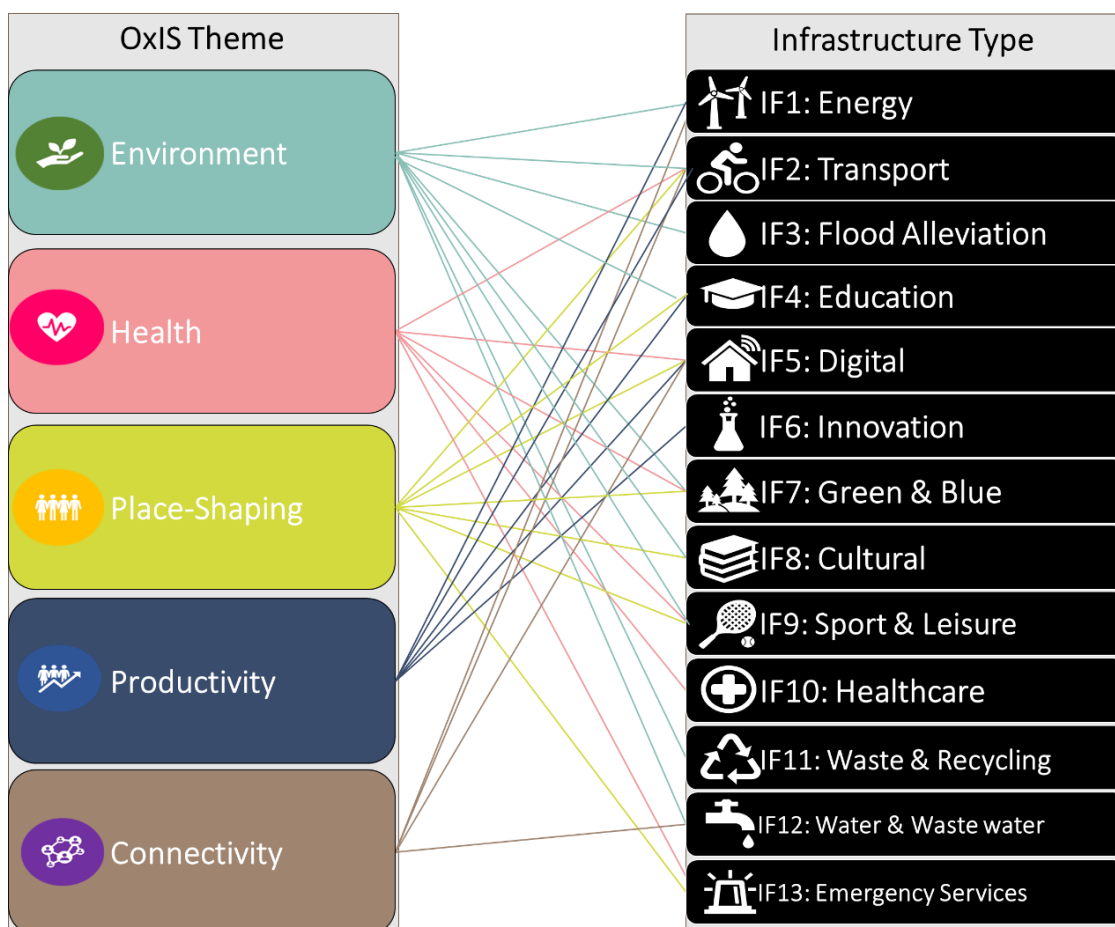
1.1. Context

This updated Oxfordshire Infrastructure Strategy (OxIS) was commissioned on behalf of the Future Oxfordshire Partnership (formerly Oxfordshire Growth Board), to provide a holistic assessment of the infrastructure needs of the county aligned to the priorities of both the Future Oxfordshire Partnership and the district and city councils and to support the emerging Oxfordshire Plan 2050. This OxIS Stage 1 Report provides a strategic framework for Oxfordshire County Council (OCC), Oxfordshire's four District and City Councils and key strategic partners to prioritise currently proposed infrastructure scheme investment aligned to the five OxIS themes as well as identify potential delivery and funding opportunities to 2040.

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

OxIS aims to:

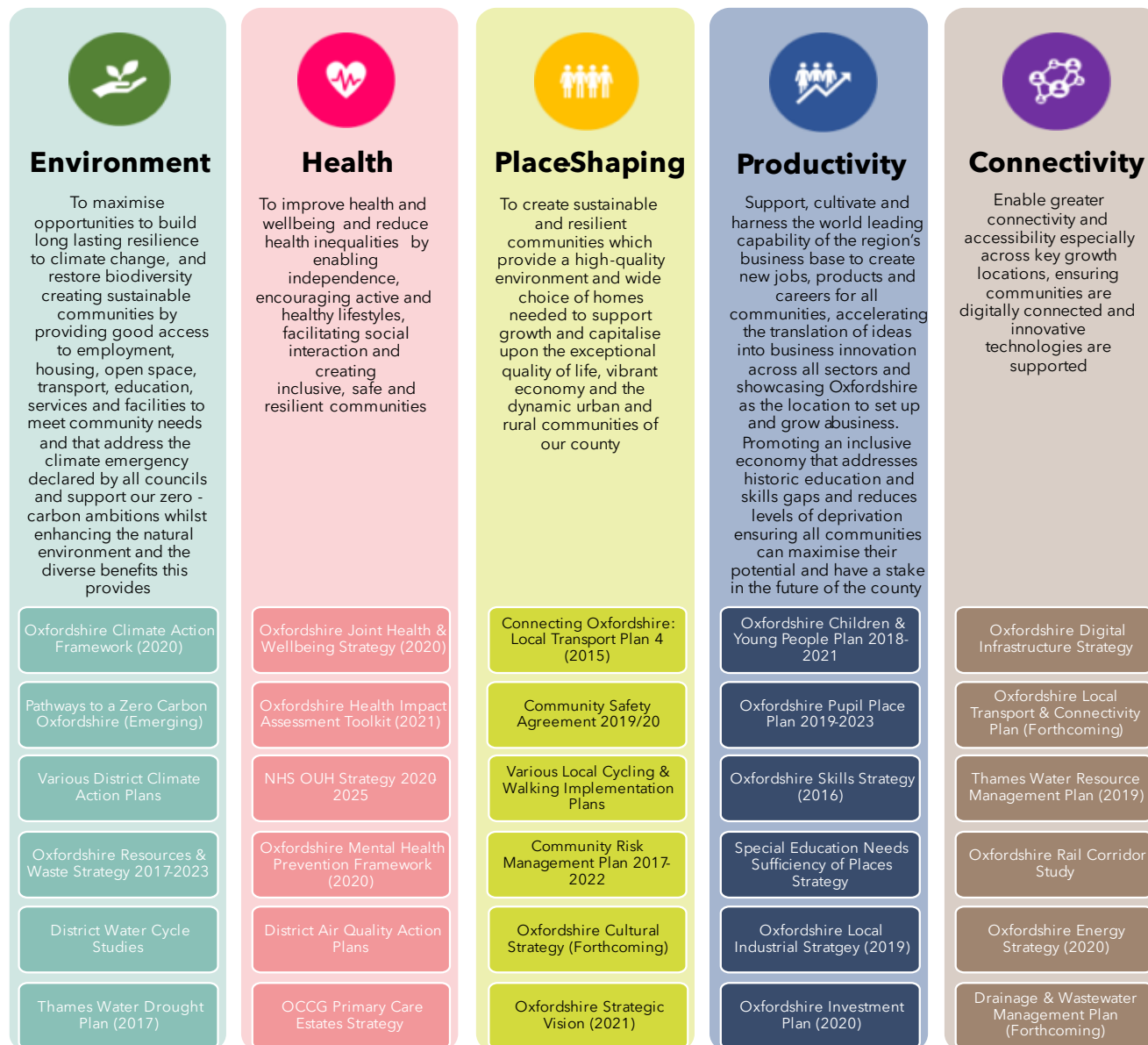
- Set out the priority strategic infrastructure investment needed to support good growth as defined in the Oxfordshire Strategic Vision and aligned to the five OxIS Themes
- Continue to shape and influence investment strategies at a national, sub-national and local level; maximising the efficiency and effectiveness of existing infrastructure and reducing the demand for new infrastructure, supporting Oxfordshire's role as a global innovation hub
- Plan for infrastructure over a longer-term horizon to complement and provide evidence to support the emerging Oxfordshire Plan 2050
- Provide an investment prioritisation that can be applied as relevant funding sources become available



1.2. OxIS Themes

The Future Oxfordshire Partnership (formerly Oxfordshire Growth Board), in partnership with key strategic partners, have agreed five OxIS Themes. These themes are consistent with established and emerging policies across Oxfordshire, including Oxfordshire's Strategic Vision for Long Term Sustainable Development (2021) and the Local Transport & Connectivity Plan.

The purpose of the five OxIS Themes is to provide a structural framework for the identification of future infrastructure needs to 2040 to support sustainable, clean, healthy and inclusive growth in Oxfordshire. Six policy documents are provided as examples against each OxIS Theme.



1.3. OxIS Stage 1 & Stage 2 Scope

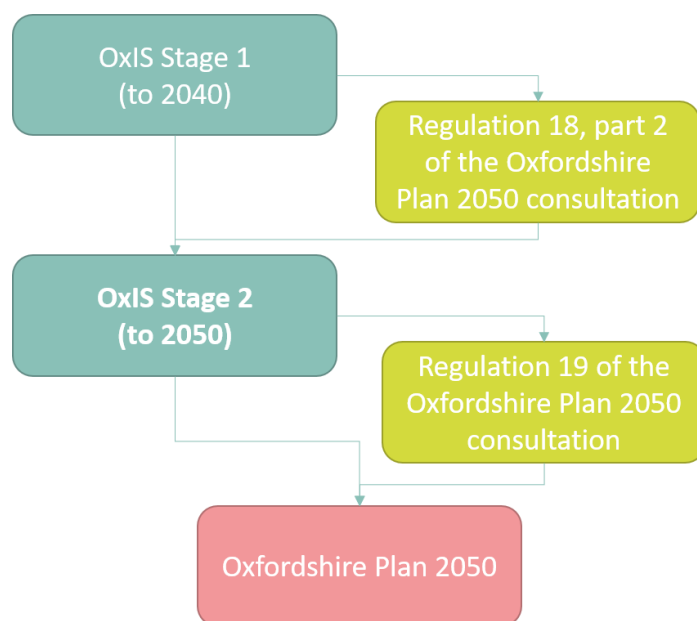
This document constitutes the **OxIS Stage 1 Report** (aligning with Regulation 18, part 2 of the Oxfordshire Plan consultation). It is formed of a short OxIS Stage 1 Summary Report and a longer OxIS Stage 1 Technical Report.

It seeks to:

- Conduct a refresh of the evidence base and a re-prioritisation of strategic infrastructure schemes to 2040
- Align with the current forecasts of District Local Plans, where possible
- Embed a 'needs-based approach' to the multi-criteria appraisal aligned to the five OxIS Themes from the Oxfordshire Strategic Vision and 13 infrastructure types
- Considers infrastructure schemes identified within existing strategy documents such as District Local Plans and Infrastructure Delivery Plans (IDPs)
- Support, but not replicate District IDPs
- Support and champion the Oxfordshire Local Industrial Strategy and Investment Plan
- Establish a consensus, on strategic infrastructure schemes
- Support opportunities to facilitate strategic funding

This Report will be followed by an **OxIS Stage 2 Report**, which plans to:

- Consider strategic infrastructure required to meet Oxfordshire's needs to 2050
- Form a core part of the evidence base underpinning the Oxfordshire Plan 2050
- Align with Regulation 19 of the Oxfordshire Plan 2050 consultation
- Apply a broadly similar appraisal approach adopted in the Stage 1 Report
- Identify and rank new strategic infrastructure requirements emerging from the Oxfordshire Plan 2050 growth options
- Reflect outcomes of the Oxfordshire Plan 2050 consultation process

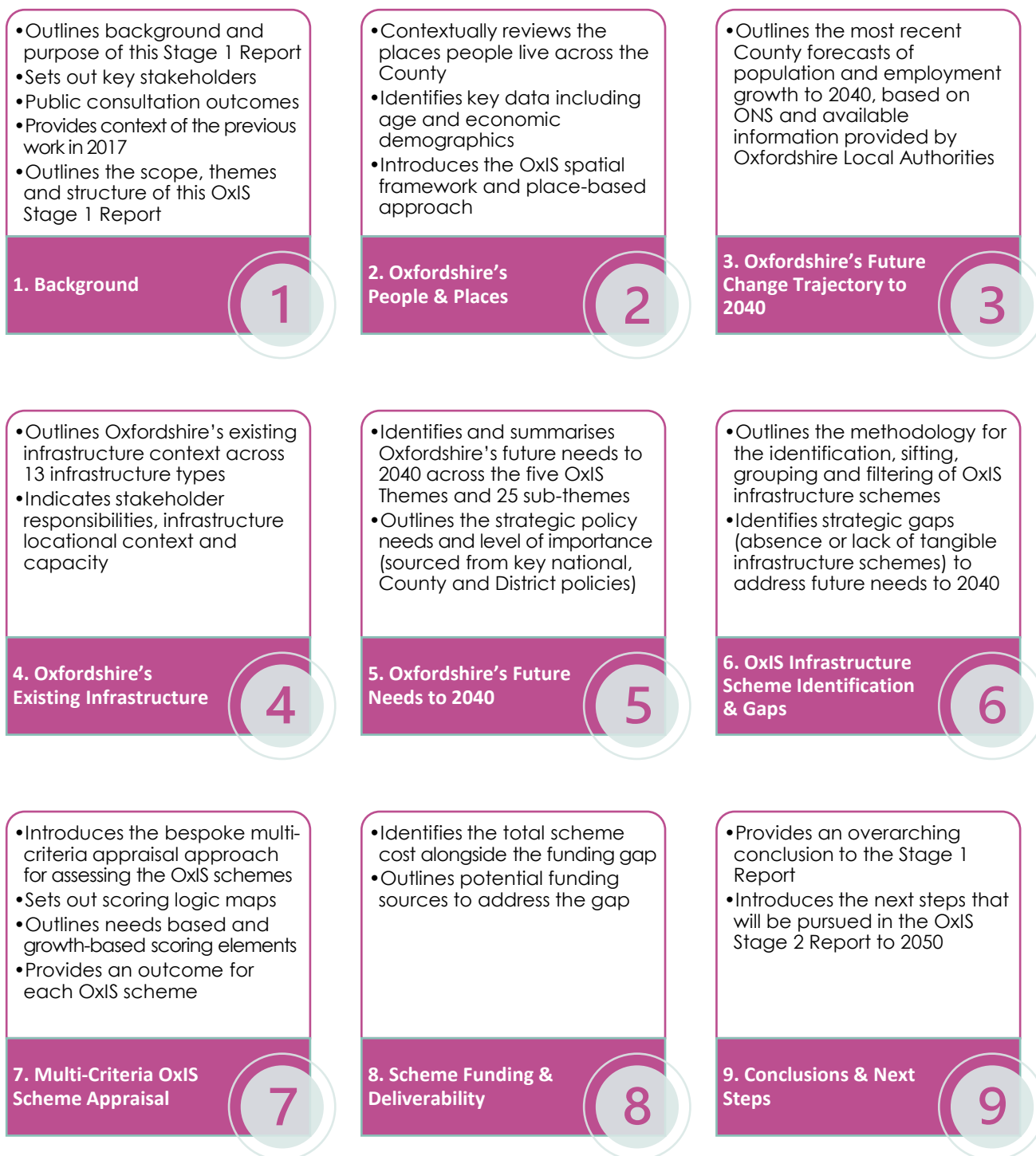


Oxfordshire Plan 2050

This is a forthcoming Joint Statutory Spatial Plan which is a commitment of the Oxfordshire Housing and Growth Deal. The Plan will identify key areas where sustainable housing and employment growth can occur. It will be used as a key foundation for the subsequent preparation of future District Local Plans.

1.4. OxIS Stage 1 Summary Report & Technical Report

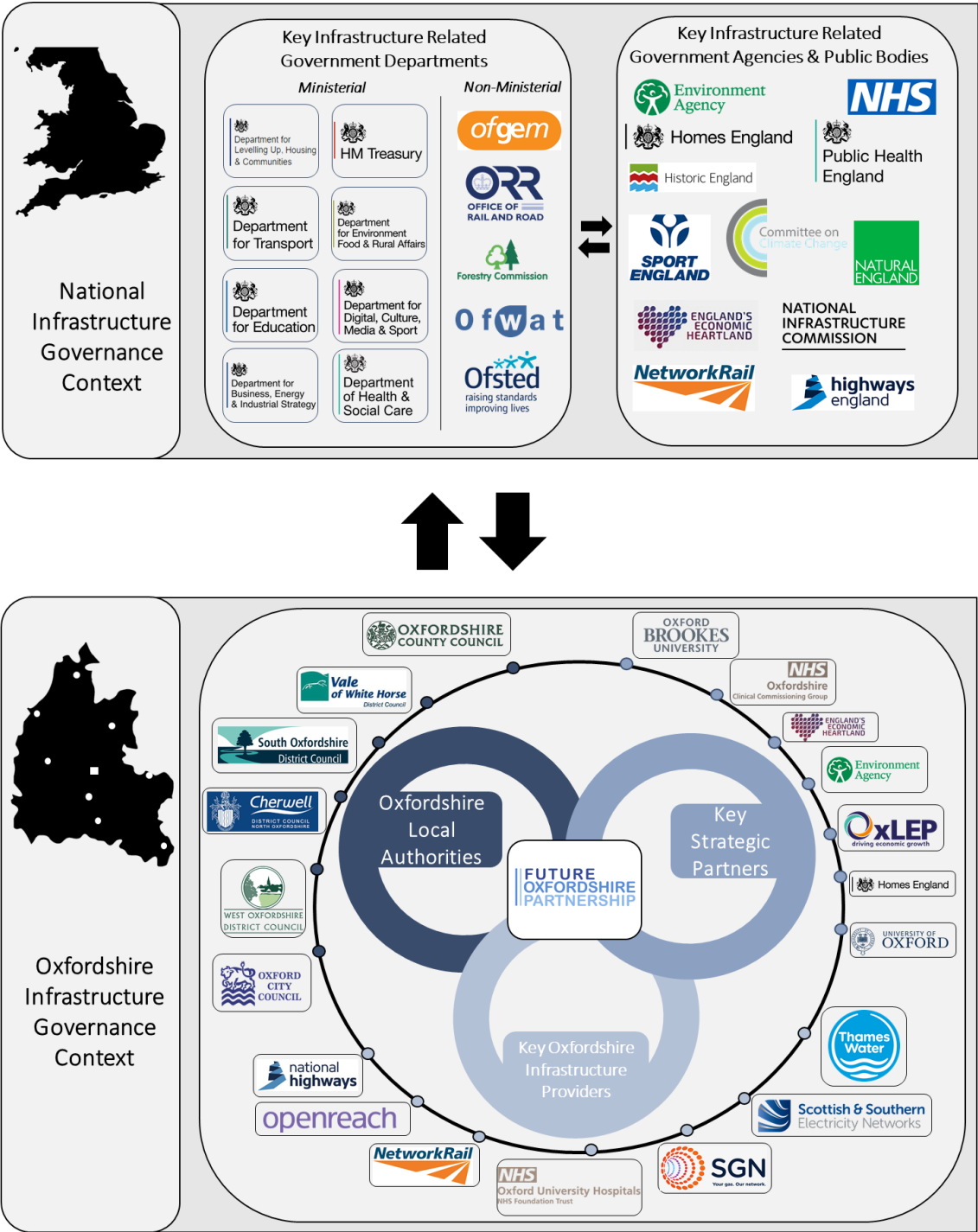
This OxIS Stage 1 Summary Report provides a high-level outline of the broader OxIS Stage 1 Technical Report. The Technical Report covers the following in detail.



1.5. Existing Oxfordshire Infrastructure Governance Context

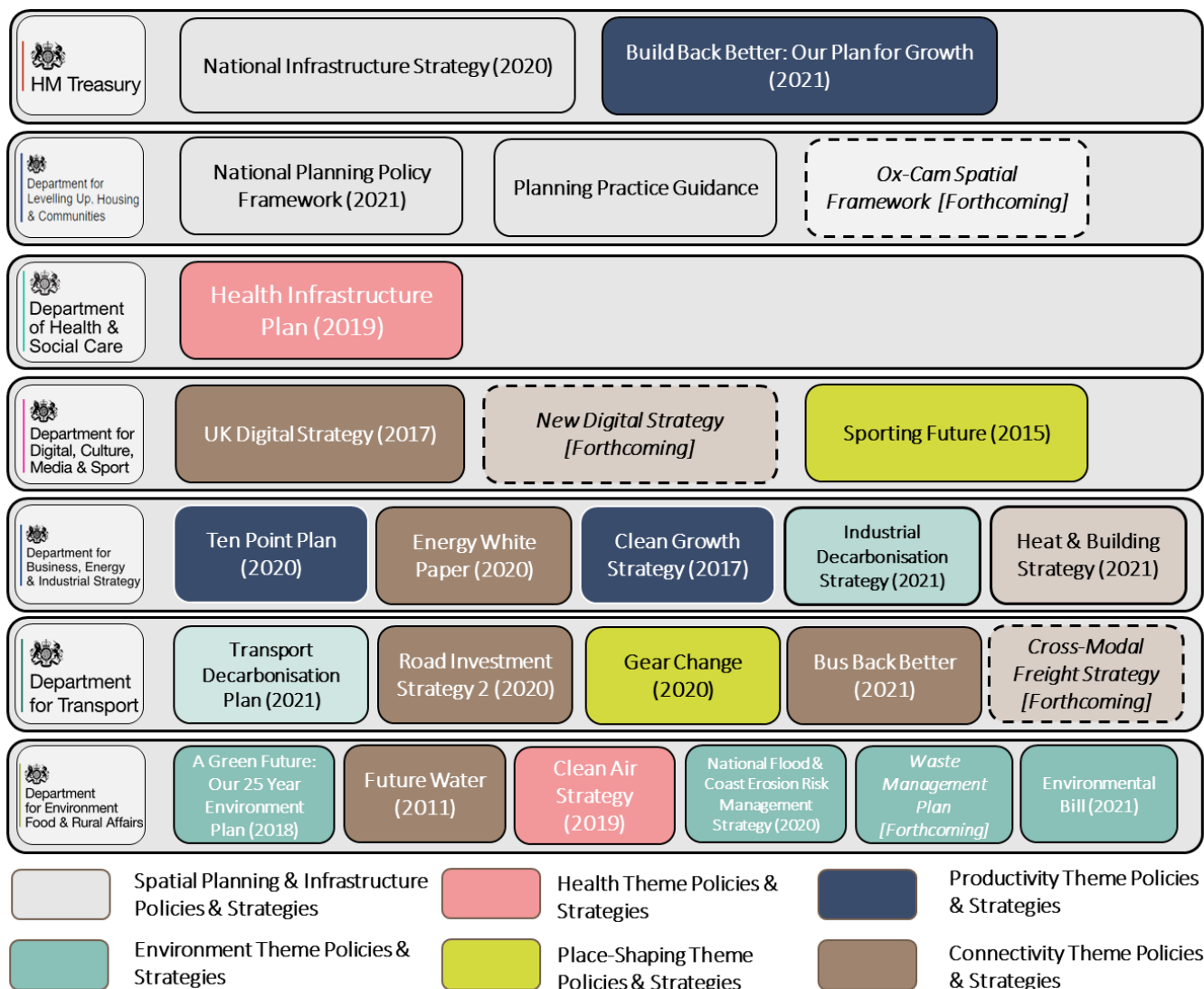
Given its importance to achieving multiple goals, responsibility for the identification of infrastructure need, planning and delivery in Oxfordshire is multi-tiered across National, County and District governments. This broad governance structure reflects the collaborative relationship within Oxfordshire, between the Future Oxfordshire Partnership (formerly Oxfordshire Growth Board) and OCC, Oxfordshire’s five District Councils, key infrastructure providers and key strategic partners. The Future Oxfordshire Partnership (formerly Oxfordshire Growth Board) has a key co-ordination role across these stakeholders including:

- Coordinating local efforts to manage economic, housing and infrastructure development in a way that is inclusive and maximises local social and environmental benefits
- Supports the development of local planning policy that meets the UK Government’s stated aim of net zero carbon by 2050 and contributes towards biodiversity gain
- Seeks to secure funding in the pursuit of these aims



1.6. Policy Review - Key National Policy Framework & Legislation

The below provides an overview of national policies and strategies impacting the planning of infrastructure and land use, categorised by government department and OxIS Theme. This reflects the broad national policy framework which OxIS operates within and is summarised in the OxIS Stage 1 Technical Report.



Additionally, OxIS must follow key national legislation as well as local county and district policies.

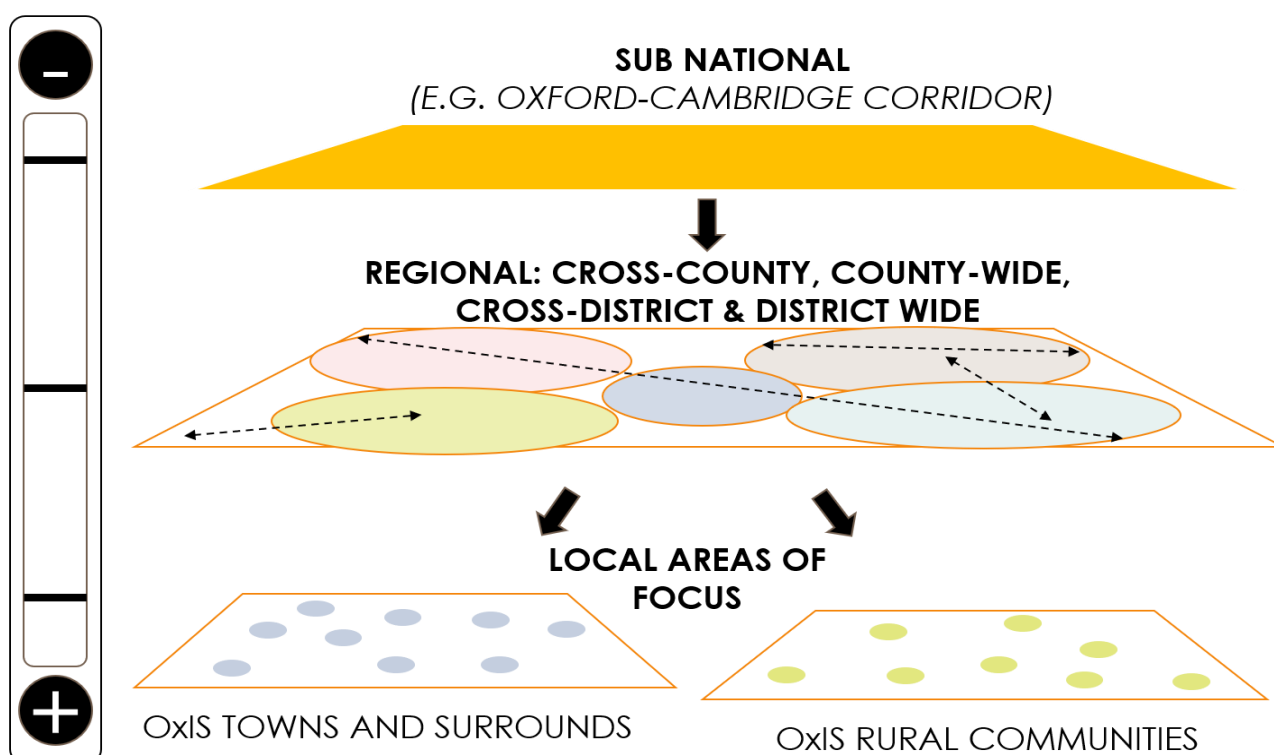
- **Planning and Compulsory Purchase Act (2004):** Obligates local planning authorities to prepare Local Plans and accompanying IDPs
- **Planning Act (2008):** Decision making framework for nationally significant infrastructure projects
- **Climate Change Act (2008):** Obligates the UK to meet net zero carbon emissions by 2050
- **Equalities Act (2010):** Obligates local authorities to provide services which eliminate discrimination
- **Environment Act (1995):** Obligates local authorities to monitor and manage air quality
- **Environmental Protection Act (1990):** Obligates local authorities to collect and treat waste appropriately
- **Care Act (2014):** Obligates local authorities to promote an effective provision of social care services
- **Education Act (1996):** Obligates local authorities to ensure that school education meets local demand
- **Road Traffic Act (1988):** Obligates highway authorities, like local authorities, to manage road safety
- **Transport Act (2000):** Obligates local transport authorities to provide suitable transport services and facilities

1.7. A Place-Based Approach to OxIS

The previous Oxfordshire Infrastructure Strategy completed in 2017 (OxIS-17) was underpinned by a spatial framework which reflected Regional, Countywide and Local Infrastructure. Local infrastructure was categorised into nine groups, with Oxford City being at the hub and the remaining eight groups forming corridor-based spokes to the edge of Oxfordshire. This approach has been reviewed as part of OxIS Stage 1 through discussions held as part of the OxIS Working Group, as well as in discussions with key stakeholders.

As with OxIS-17, it is recognised that Oxfordshire's future needs and the nature of schemes vary according to the county's various spatial levels. OxIS complements the more detailed work at a District level and as such this work is not aimed to duplicate this but to collaboratively draw together the view across Oxfordshire. The three spatial groupings have thus broadly been retained, however, the local level has been adapted away from a corridor- to a place-based approach.

The use of this spatial framework forms a coherent thread throughout OxIS in relation to the identification of existing infrastructure, future needs, scheme identification and grouping and scheme appraisal.



Spatial Level	Sub-Level	Description
Sub-National	Sub-National	<ul style="list-style-type: none"> Oxfordshire's needs and infrastructure schemes in the context of the wider area, including the South East and Oxford-Cambridge Arc.
Regional	Cross-County	<ul style="list-style-type: none"> Needs and schemes with a cross-county boundary importance or spatial impact
	County-wide	<ul style="list-style-type: none"> Needs and schemes with a county-wide importance or spatial impact
	Cross-District	<ul style="list-style-type: none"> Needs and schemes with a cross-district boundary importance or spatial impact
	District-wide	<ul style="list-style-type: none"> Needs and schemes with a district-wide importance or spatial impact
Local	OxIS Towns & Surrounds	<ul style="list-style-type: none"> Needs and schemes directly relevant to towns in Oxfordshire with notable projected future growth to 2040 (2040 to 2050 will be covered in Stage 2)
	OxIS Rural Communities	<ul style="list-style-type: none"> Needs and schemes directly relevant to rural communities, including villages and those in the rural-urban fringe, with notable projected future growth to 2040

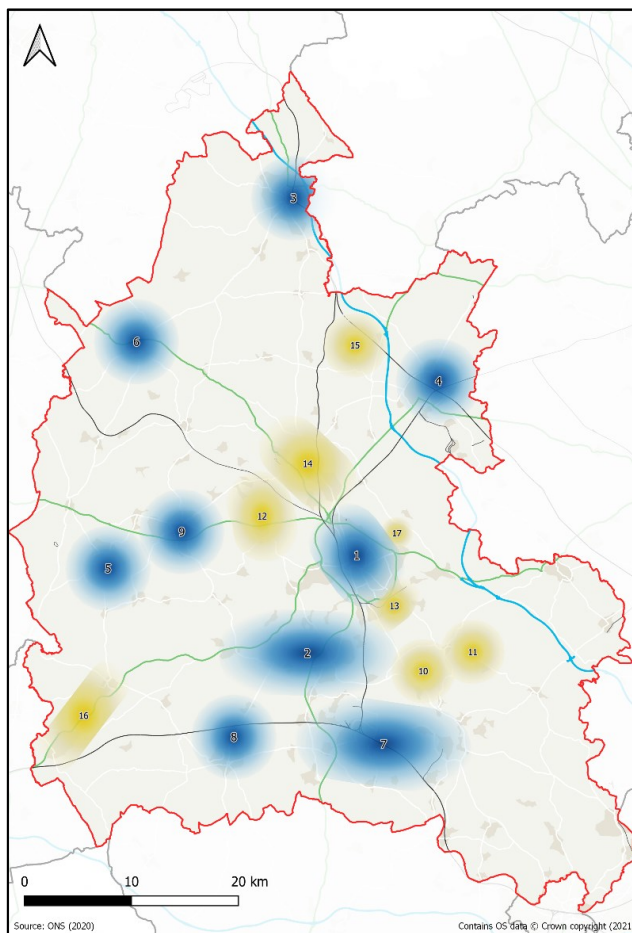
1.7.1. OxIS Local Areas of Focus

Place based local areas of focus have been introduced to replace the corridor-based approach of OxIS-17. This enables a greater consideration of schemes which may be lower in cost but remain strategically important to the creation of successful places. The benefits and practicalities of this approach include:

- **Direct Relationship with Growth:** Many of the identified OxIS schemes have a direct relationship to supporting growth. Local areas of focus allows the growth appraisal score to be applied objectively
- **Integration with District Local Plans:** The place-based approach is consistent with the spatial frameworks identified with the various District Local Plans and IDPs
- **Correlates with Place & People Approach:** It aligns with the reorientated priorities of the Future Oxfordshire Partnership (formerly Oxfordshire Growth Board) for growth delivery in a healthy, sustainable, and inclusive way
- **Relationship to Decarbonisation:** Research for the Royal Town Planning Institute identifies that place-based solutions are critical to achieving net zero carbon emissions, particularly from transport
- **Links to Potential Funding Opportunities:** Place-based schemes have a clearer link to potential funding opportunities; particularly in relation to their interaction with supporting growth
- **Community Integration by Active Travel:** The extents of the place based local areas of focus has been informed by an evidence base of cycling distance between places

The District and City Council Local Plans take a sustainable approach to allocate growth to Oxford, other market towns and larger villages across the county. Consideration of this spatial distribution has also highlighted a need to consider the different characteristics of these places given there are different requirements and priorities for infrastructure need. The OxIS place-based approach recognises this and local areas have therefore been split into:

- **OxIS Towns & Surrounds:** Established urban areas comprising Oxford City and key towns where notable levels of change are forecast to 2040
- **OxIS Rural Communities:** Rural communities across Oxfordshire constituting both villages and urban-rural fringes where notable levels of change are forecast to 2040



OxIS Towns & Surrounds:

1. Oxford City
2. Abingdon & Surrounds
3. Banbury
4. Bicester
5. Carterton
6. Chipping Norton
7. Didcot & Wallingford
8. Wantage & Grove
9. Witney

OxIS Rural Communities:

10. Berinsfield
11. Chalgrove
12. Eynsham & Long Hanborough
13. Grenoble Road & Northfield
14. South Cherwell area & Woodstock
15. Upper Heyford
16. Faringdon & Shrivenham
17. Bayswater Brook

2. Future Change Trajectory

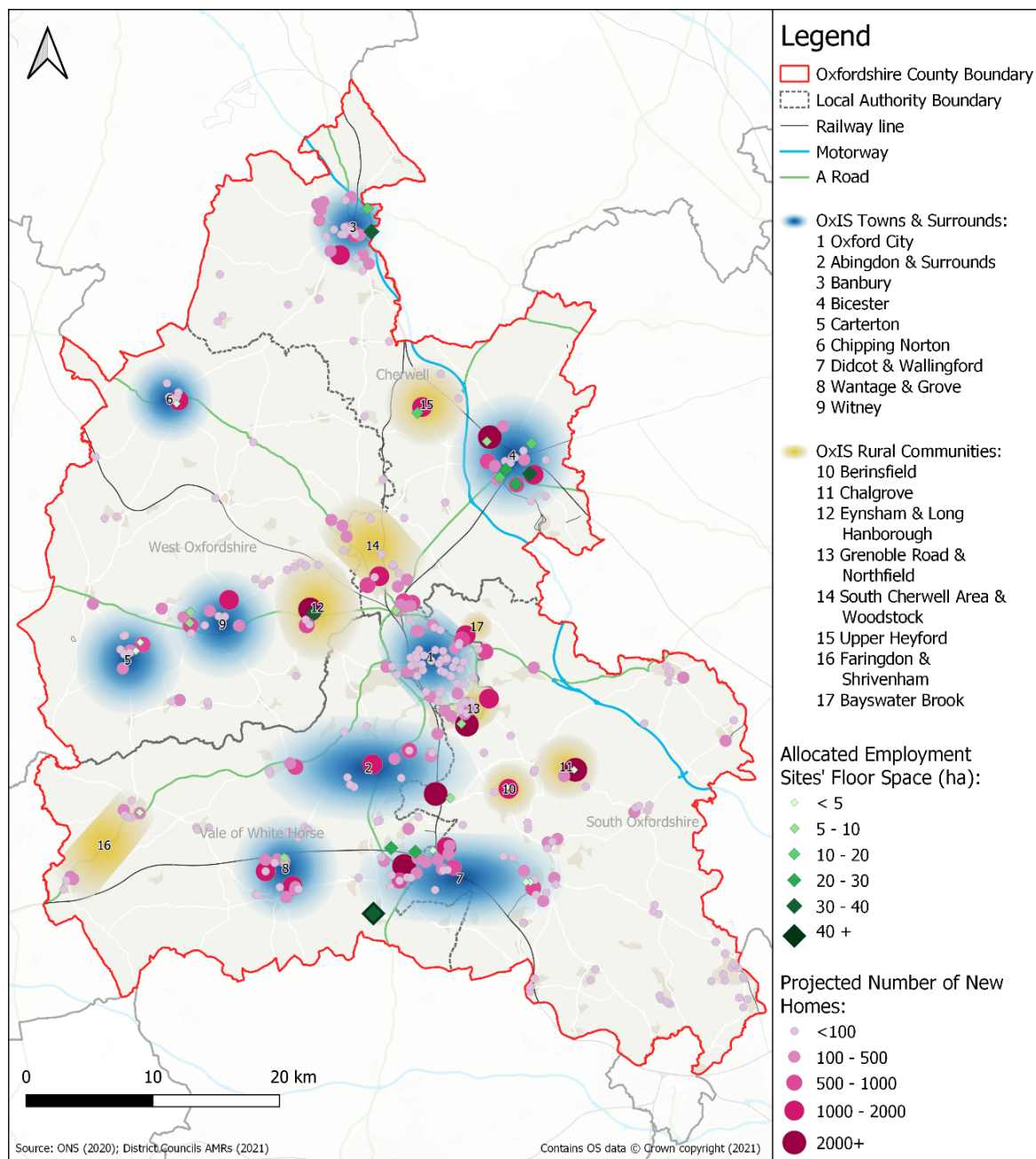
2.1. Change Trajectory to 2040 (OxIS Stage 1)

The OxIS Stage 1 Technical Report provides an indication of the key policy changes that have occurred since OxIS-17, including the Oxfordshire Housing and Growth Deal, adoption of District Local Plans and the emerging Oxfordshire Plan 2050, as well as the emerging Oxford-Cambridge Spatial Framework. Growth to 2050 will be captured in the forthcoming OxIS Stage 2 Report.

Through use of up-to-date information provided by Oxfordshire District Councils, it projects the future housing, employment, and population growth to 2040. To reflect the uncertainty of the period after the Local Plan horizons, this considers:

- **Core Local Plan Period:** 2020 – 2031 / 2035 / 2036
- **Horizon Planning Period:** 2031 / 2035 / 2036 – 2040

The population estimates to 2031 and 2040 are necessary to inform the county's future infrastructure needs both during the **Core Planning Period** and the **Horizon Planning Period** to 2040. This is applicable to infrastructure types that are predominantly demand driven such as Education, Potable Water, Waste and Health and Adult Social Care.



3. Strategic 2040 Needs

Through a robust evidence gathering process, including thorough engagement with multidisciplinary stakeholders, a review of key policies and strategies and a detailed analysis of the geospatial evidence base, these themes have been used as a framework to refine 25 outcome-led sub-themes. These sub-themes represent Oxfordshire's future needs for infrastructure investment to 2040 and underpin the needs-based appraisal component of the infrastructure scheme multi-criteria appraisal (see Chapter 7 of the OxIS Stage 1 Technical Report).



3.1. Thematic Stakeholder Workshops

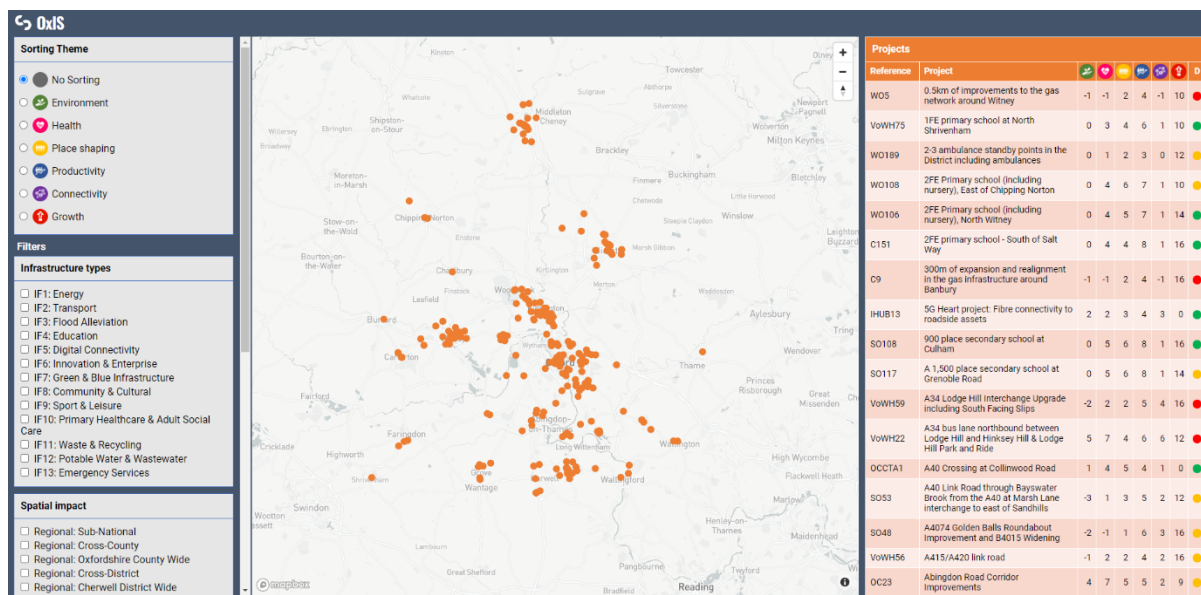
A series of thematic workshops and targeted engagement forums were held with key subject matter stakeholders and infrastructure providers to verify and refine the future needs to 2040 as well as to agree the core measurable outcomes.

OxIS Theme	Workshop Topic	Workshop Attendees	
Environment	Environment	<ul style="list-style-type: none"> Council Climate Action Teams Environment Agency 	<ul style="list-style-type: none"> Council Natural Environment Teams County Flooding Team
	Waste & Recycling	<ul style="list-style-type: none"> OCC Waste Disposal Team 	<ul style="list-style-type: none"> District Waste Collection Teams
Health	Health	<ul style="list-style-type: none"> Oxford University Hospitals NHS Foundation Trust Healthwatch Oxfordshire OCC Active Travel Team 	<ul style="list-style-type: none"> OCCG Healthy Place-Shaping Team Sport England Active Oxfordshire
Place-Shaping	Place-Shaping	<ul style="list-style-type: none"> OCC Cultural & Community Team Communities First Oxfordshire OCC Healthy Place-Shaping Team 	<ul style="list-style-type: none"> OCC Community Safety Team OCC Road Safety Team OCC Active Travel Team
Productivity	Business Productivity	<ul style="list-style-type: none"> OxLEP 	<ul style="list-style-type: none"> OCC Economic Development Team
	School Education	<ul style="list-style-type: none"> County School Team 	
Connectivity	Digital Connectivity	<ul style="list-style-type: none"> County Digital Infrastructure & Strategy Team Openreach 	<ul style="list-style-type: none"> Virgin Media Zzoomm Airband
	Energy Connectivity	<ul style="list-style-type: none"> County Energy Team SGN 	<ul style="list-style-type: none"> SSEN WPD
	Water Connectivity	<ul style="list-style-type: none"> Thames Water 	
	Transport Connectivity	<ul style="list-style-type: none"> OCC Transport Team Stagecoach West 	<ul style="list-style-type: none"> Network Rail Oxford Bus Company Great Western Rail Chiltern Railways

3.2. Public Consultation

Following stakeholder engagement workshops on the key themes, the draft report for Stage 1 to 2040 was published on the Future Oxfordshire Partnership (formerly Oxfordshire Growth Board) website (oxfordshireopenthought.org) for public consultation between 16th July and 31st August 2021.

Comments were invited from the public and wider stakeholder groups which have been used to refine the Stage 1 Report and the process for Stage 2. All technical stakeholders engaged in Stage 1 of OxIS were also requested to provide feedback on the Stage 1 Technical and Summary Reports.



The public consultation was supported by a digital, interactive tool (developed in-house by City Science) that enabled users to explore potential infrastructure schemes in their region and the thematic, growth and deliverability scoring for each scheme.

Consultees were invited to answer a series of questions in an online survey to collate their feedback, a direct email address was also provided for more detailed feedback. 78 online survey responses and 63 written responses were received, this included members of the public, businesses, landowners, and stakeholder interest groups. A more detailed summary of responses can be found in the OxIS Technical Report.

Key Emerging Message	Response
Multiple respondents highlighted the overwhelming importance for reducing CO ₂ emissions and questioned the importance of a growth factor above the need to meet Net Zero targets.	<i>The scoring system takes into account current policy and strategy context against each identified need (including drawing on the Oxfordshire Vision), as well as links with planned development as set out in current local plans. Scoring can also be reviewed for each need alongside the growth score so it is clear how each scheme performs against the environmental need score individually.</i>
Respondents noted the potential impact of changing ways in working post COVID-19 and the possible impact on infrastructure requirements as a result.	<i>Remote working places additional pressures on infrastructure such as digital connectivity, these needs have been assessed as part of the report and are included in the thematic indicators for scoring.</i>
A clearer link should be demonstrated between Neighbourhood Plans and Local Plans for identifying infrastructure schemes.	<i>Neighbourhood plans focus on specific areas of a district, such as a parish or town. As a result, the infrastructure schemes tend to be of a less strategic nature, however, where strategic infrastructure schemes have been identified from Neighbourhood plans, they have been assessed and incorporated into OxIS.</i>

Any specific comments regarding technical points have also been assessed and incorporated into the Stage 1 Report where appropriate. Improvements on the process and information pertaining to schemes running to 2050 have been recorded for assessment in Stage 2 of OxIS

3.3. Environment Needs to 2040

The Environment theme responds to the climate emergency declared by OCC and the five District Councils, as well as the net zero carbon targets identified in the various Climate Action Frameworks and by the Future Oxfordshire Partnership (formerly Oxfordshire Growth Board). Through building resilience to the long-term effects of climate change, it also considers wider needs such as nature recovery alongside defending against flooding and ensuring sufficient waste disposal to support the creation of sustainable communities. Needs to 2050 will be covered in the forthcoming OxIS Stage 2 Report.

E1: Net Zero Carbon Emissions	<p>There is a strategic need to fulfil national legal obligations and the County-wide Climate Action Framework to achieve net zero carbon emissions in Oxfordshire by 2050, and the more recent Future Oxfordshire Partnership (formerly Oxfordshire Growth Board) target identified within Oxfordshire's Strategic Vision for net zero by 2040. There is also a need to achieve the carbon neutral target years, ranging from 2030 to 2050, identified in the five Oxfordshire District Council climate action strategies. The carbon emission inventory indicates a need to reduce emissions particularly reducing road transport tailpipe emissions (46% of total emission) and Oxfordshire's energy network emissions to 2040. This includes urgently reducing carbon emissions within Cherwell and South Oxfordshire to enable their ambitions to achieve net zero carbon emissions by 2030. Primarily due to the presence of the M40, emissions originating in these Districts comprise the largest proportion (30% and 20% respectively) of total County emissions.</p>
E2: Resilience to Climate Change	<p>The Met Office forecasts that the impacts of climate change will result in warmer temperatures and drier periods in summer and an increase in the frequency of extreme weather events including heavy periods of rainfall in winter by 2040. A series of national strategies, including the Climate Change Risk Assessment and the Environment Agency's National Framework for Water Resources identify this as a strategic need to plan resilient infrastructure which can cope with these additional pressures. This includes ensuring infrastructure can reduce flooding risk to communities and managing the impact of warmer drier periods on the public water supply and people's health.</p> <p>From various Strategic Flood Risk Assessments and Water Cycle Studies produced by Oxfordshire's Local Authorities, the greatest need to improve resilience to flooding events is within Oxford, where around 16.5% of properties are situated within Flood Zone 2 or 3. Both the Vale of White Horse and South Oxfordshire also have a higher fluvial flooding risk than the rest of the county due to the presence of the River Thames.</p>
E3: Enhance Natural Environment & Biodiversity	<p>The UK Government's 25 Year Environment Plan (2018) identifies a need for a Nature Recovery Network rich in wildlife and biodiversity through the creation or restoration of 500,000 additional hectares of wildlife-rich habitat outside of protected sites by 2042. This sets the tone for the emerging Environment Bill (2020) which proposes to establish a mandatory requirement for biodiversity net gain and to embed connected Nature Recovery Networks.</p> <p>Oxfordshire's Nature Recovery Network has recently been drafted by a partnership of local environmental stakeholders led by Wild Oxfordshire with local authority input, under the direction of the Biodiversity Advisory Group, although is yet to be agreed. The work establishes three recovery zones, with the overarching aim to create connected habitats and fulfil the wider aspiration for doubling the area of land well-managed for nature in the county by 2050. There is a further need to protect Oxfordshire's established areas of rich landscape quality, including its three Areas of Outstanding Natural Beauty.</p>
E4: Efficient Waste & Recycling	<p>Oxfordshire's local authorities have a primary legal obligation to ensure continued safe and efficient waste collection and disposal services in accordance with the waste hierarchy. As identified in the Oxfordshire Resources and Waste Strategy, this is supported by fulfilling the strategic need to reduce household waste generation, increase the proportion which is recycled and embed more of a circular economy approach in the county, including a focus on reusing, repairing, and upcycling material and goods. This has shared benefits such as reducing carbon emissions.</p> <p>In recent years, whilst waste sent to landfill/energy recovery has reduced despite population growth (attributed to the country-leading recycling rate), substantial future population growth by 2040 necessitates further infrastructure investment such as increased Waste Transfer capacity and a review of Household Waste Recycling Centre provision.</p>
E5: Reduce Water & Noise Pollution	<p>Water: The UK Government's 25 Year Environment Plan (2018) identifies the key national strategic need for 'clean and plentiful' water by 2042. This includes exceeding water quality objectives identified in the Thames River Basin Management Plan (DEFRA, 2015). This strategic need is also reflected in the Water Cycle Studies and Local Plans produced by Oxfordshire's Local Authorities. As identified in the Thames Water Pollution Incident Reduction Plan (2020), a key need is to reduce sewage outfall incidents in Oxfordshire by 30% by 2025. There is also a need to improve water quality and to reduce water pollution incidents.</p> <p>Noise: The strategic need, identified in the Noise Policy Statement for England (DEFRA, 2010) and NPPF (MHCLG, 2019) focuses on limiting the impact of additional noise generated through new development sites and improving people's health and quality of life. The strategic need to reduce and manage noise levels through the local planning process in Oxfordshire is established in the Adopted Oxfordshire Minerals & Waste Core Strategy (OCC, 2017) and reflected in the Districts' Local Plans. There is a need to reduce noise in Oxford City given it has been designated by DEFRA as a noise agglomeration area whilst there is also a need to reduce environmental noise levels on key transport corridors.</p>

3.4. Health Needs to 2040

The Health theme is associated with reducing Oxfordshire's health inequalities and supporting people to lead more active and healthier lifestyles. Needs to 2050 will be covered in the forthcoming OxIS Stage 2 Report.

H1: Reduce Health Inequalities	<p>Alongside a legal obligation, the strategic need to reduce health inequalities within Oxfordshire is set out within OCC's Joint Health and Wellbeing Strategy 2018 – 2023. This identifies a future need to shift the focus towards a more preventative approach to physical and mental health by addressing issues such as inequalities in opportunity or outcomes alongside inequalities in relation to health service access. This strategic need is also reflected within the Oxfordshire's Strategic Vision, Local Plans as well as the five District Council's Corporate Plans.</p> <p>There is a need to address inequalities within specific urban areas, where healthy life expectancy can be less than 60 years of age. Many of these same places also rank in the 10% of the most health-deprived areas in the UK according to the Index of Multiple Deprivation. Most of the health-deprived places with Oxfordshire lie adjacent to areas identified for future growth which provides a future opportunity for infrastructure investment to address.</p>
H2: Access to Spaces for Physical Activity	<p>The need to improve physical activity rates is identified in a suite of national policies which identify physical inactivity as detrimental to physical and mental health. In an Oxfordshire context, the strategic need for improved access to spaces for physical activity is reflected within the Local Transport Plan (LTP4) (OCC, 2015), the Joint Health & Wellbeing Strategy (Oxfordshire Health & Wellbeing Board, 2019) and the Rights of Way Management Plan (OCC, 2014).</p> <p>Evidence collected by Sport England's Active Lives Survey (Sport England, 2020) identifies a need to increase physical activity levels within Oxfordshire's urban areas, particularly in more deprived communities. This includes building physical activity into people's everyday routines by investing in infrastructure such as dedicated sport and leisure facilities as well as high quality walking and cycling routes.</p>
H3: Improve Health Service Access	<p>The NHS Long Term Plan (2019) and the Health Infrastructure Plan (2019) identify the long-term strategic need for an integrated approach to the NHS service model across primary, community and social care to prioritise 'out of hospital care'. The Joint Health & Wellbeing Strategy (Oxfordshire Health & Wellbeing Board, 2019) identifies the strategic need to tackle inequalities of accessing healthcare services given the underlying challenge that some people in Oxfordshire face of being unable to get to or use services. The Oxfordshire Primary Care Estates Strategy (OCCG, 2021) identifies a need to ensure resilient and accessible primary care services which reduce current pressure and can meet future demand.</p> <p>Alongside the Care Act (2014), the Market Position Statement (OCC, 2019) identifies a need to meet future demand from Oxfordshire's ageing population through additional supply in extra care housing and care homes. Housing-based population projections also indicate there may be an additional 42,000 people aged 75 and over living in Oxfordshire by 2040. This triggers a need for around 1,700 additional extra care housing units and almost 3,000 care home beds.</p> <p>There is a need to enhance the infrastructure so that primary care working with community health and social care can offer more locally integrated services and to enhance capacity and infrastructure of primary care throughout Oxfordshire.</p>
H4: Cleaner Air	<p>The strategic need for cleaner air in Oxfordshire relates to a national legal obligation which identifies legal limits for air quality. These limits relate to Nitrogen Dioxide (NO₂) and Particulate Matter (PM), comprising of both PM₁₀ and PM_{2.5}, which are the most harmful pollutants to health. The Clean Air Strategy 2019 (DEFRA, 2019) identifies the strategic need at a national level to fulfil these legal obligations rapidly, through achieving a 73% reduction in oxides of nitrogen (NO_x) emissions and a 46% reduction in PM_{2.5} by 2030.</p> <p>Despite recent improvements, there is a strategic need to revoke Oxfordshire's 13 Air Quality Management Areas as soon as possible by ensuring that NO₂ emissions, primarily caused by road transport, are reduced below legal limits. The most pressing need to invest in infrastructure, such as sustainable transport, to achieve cleaner air is within OxIS Towns and Surrounds with annual NO₂ emissions above legal limits, such as Banbury.</p>
H5: Enhance Mental Health & Wellbeing	<p>The 2011 Mental Health Strategy alongside Public Health England's Prevention Concordat for Better Mental Health (PHE, 2020) identifies the strategic need to improve people's mental health at a national level. This emphasises the need to take a prevention-focused approach, impacting on the wider determinants of mental health and well-being, and increasing the impact on reducing health inequalities.</p> <p>Oxfordshire's Strategic Vision (Oxfordshire Growth Board, 2021) identifies the need for happier, healthier and inclusive communities with a focus on prevention and healthy place-making for all. This is underpinned by a range of strategies including the Oxfordshire Mental Health Prevention Framework 2020 – 2023 (Mental Health Prevention Concordat Partnership Group, 2020) which identifies a need to address wider social determinants of mental health and the differences in opportunities for people. The evidence indicates that there is a need to reduce levels of depression across Oxfordshire, with data identifying that around 12% of people over 18 have been diagnosed with depression in 2019/2020, which is marginally higher than the national average. Prevalence rates are also higher for GP surgeries in some OxIS Towns & Surrounds alongside the rural communities of Kidlington and Berinsfield.</p>

3.5. Place-Shaping Needs to 2040

The Place-Shaping theme is associated with the creation of sustainable and resilient communities which provide a high-quality environment, reflecting the urban and rural dynamics of Oxfordshire. Needs to 2050 will be covered in the forthcoming OxIS Stage 2 Report.

PS1: Local & Liveable Communities	<p>The need to create local and liveable communities is set out in both local and national planning policy to ensure communities are safe and healthy. The need for easy access to social, recreational and cultural facilities is also highlighted and encouraging reduced travel or a shift to travel by sustainable transport through providing key services and facilities within local reach of residents.</p> <p>In Oxfordshire, large rural parts of the county, particularly across Vale of White Horse and South Oxfordshire, are defined by Indices of Multiple Deprivation as being in the top 10% deprived Lower-layer Super Output Areas associated with barriers to housing and services. With new development coming forward, careful planning and place-shaping is required to adhere to policy by creating liveable, local communities with access to local amenities and sustainable transport.</p>
PS2: Safe & Secure Communities	<p>Although the perception of crime given the context nationally is diminished, crime has been rising in Oxfordshire and with population growth predicted, measures need to be put in place now to minimise the risk to people's safety. Measures set out by Safer Oxfordshire Partnership, highlights the importance for infrastructure and the healthy place-shaping of communities to prevent crime. Theft and violence represent 80% of crimes in Oxfordshire and urban areas have proportionally higher levels of crime than the county's rural areas. This is further supported by Indices of Multiple Deprivation data, showing that Oxfordshire is home to a number of top 10% deprived areas (e.g. parts of Oxford, Banbury and Bicester) in England and Wales associated with crime, identifying a stronger need.</p> <p>Analysis of road safety, identifies a need to address the number of road collision casualties county-wide in Oxfordshire, particularly around urban areas with evidence suggesting walking and cycling issues are present.</p>
PS3: Resilient Heritage & Culture	<p>Heritage: As identified in the Historic England Corporate Plan (Historic England, 2020), Oxfordshire's Strategic Vision (Oxfordshire Growth Board, 2020), NPPF (MHCLG, 2019) and the Oxfordshire Districts' Local Plans, there is a strategic need to protect and conserve the county's rich and varied heritage assets both from future development as well as the threats of climate change. Evidence from the Heritage at Risk Register (Historic England, 2020) indicates that there are 30 heritage sites in Oxfordshire at risk.</p> <p>Culture: The Arts Council Ten 2020 – 2030 Strategy (Arts Council England, 2020) identifies the strategic need from a national perspective to improve community access to high-quality cultural experiences. This is complemented locally by Oxfordshire's Strategic Vision (Oxfordshire Growth Board, 2020) and Arts & Culture Strategic Framework (OxLEP, 2019) which identify a strategic need for enhanced and more inclusive arts and cultural spaces across Oxfordshire.</p> <p>The emerging Strategic Framework for OCC Libraries & Heritage Services (OCC, 2021) emphasises the need for such services to address increased demand from population growth, while Active Lives Survey (Arts Council England, 2018) and the Taking Part Survey (DCMS, 2020) indicate a need to improve use of public library services in specific parts of Oxfordshire. Data at a national level also suggests there may be a need to enhance cultural participation rates amongst lower socio-economic groups, those with disabilities and amongst the Black, Asian and Minority Ethnic community.</p>
PS4: Socially Integrated Places	<p>The need to maintain social interaction between people in communities helps fight loneliness and provides support networks, especially for people at vulnerable points. This is reflected in national Government policy which focuses on healthy place-shaping and connecting people through transport and digital infrastructure. With new developments planned, it is even more important that considerations are made to improve social cohesion through preventative measures in the county.</p> <p>Loneliness is a well-established health risk and is associated with poor health and well-being. In Oxfordshire, pockets throughout the county (e.g. parts of Oxford City and around Banbury) demonstrate high risks of loneliness, which has increased as a result of the COVID-19. There is an immediate need to address this, particularly in Vale of White Horse, Cherwell and Oxford City, where rates are highest. There is a need for investment in green space as this is proven to encourage social interaction and bring people together.</p>
PS5: Inclusive & Integrated Active Travel	<p>National policy ambitions demonstrate the strong need to reduce private vehicle journeys and replace these with walking and cycling journeys, to support several initiatives including reducing carbon emissions, tackling congestion and enhancing people's mental health and wellbeing. This is followed up by local policy at both a County and District level as, although active modal share in Oxfordshire, notably in Oxford, is good compared to the national picture, national and local targets are ambitious and require a step-change in behaviour.</p> <p>There is good potential for further cycling take-up in Oxford, South Cherwell, Abingdon, Carterton, Bicester and Wallingford with delivery of the right cycling infrastructure whilst investment in the Rights of Way Network can support greater active travel in more rural areas. The needs link to previous sections as active travel relies on local & liveable and safe & secure communities to encourage and support walking and cycling journeys.</p>

3.6. Productivity Needs to 2040

The Productivity theme is associated with supporting increased economic productivity within Oxfordshire, considering the needs of both citizens and business. Needs to 2050 will be covered in the forthcoming OxIS Stage 2 Report.

P1: World Class Inclusive Education & Skills Development	<p>There is a statutory future need for Local Authorities, like OCC, to ensure every school-age child and young person can access suitable education, as well as sufficient early-years education and childcare provision for all children of four years and under. Oxfordshire's Pupil Place Plan 2019 – 2023 (OCC, 2019), which assesses the suitability of provision to meet future demand, identifies a strategic need for OCC to continue to offer a high percentage of parents a place at their first choice school. Future population projections indicate there is likely to be around an additional 12,000 primary school places and 10,500 secondary school places required by 2040.</p> <p>The Special Educational Needs & Disabilities Sufficiency of Places Strategy (OCC, 2018), identifies a strategic need to address the deficit of OCC school places and to reduce the reliance on 'out of county' provision and reliance on Independent providers. Future population projections indicate there may be a need for additional capacity for around 450 children with Special Educational Needs & Disabilities by 2040.</p> <p>Build Back Better (HM Treasury, 2021) alongside the White Paper 'Skills for Jobs' identifies a strategic need to upskill people to ensure employers' needs are met in the future and to guarantee a strong COVID-19 recovery. Oxfordshire's strategy, including the emerging OxLEP Local Skills Report and Plan (2021) as well as Oxfordshire's Economic Recovery Plan (OxLEP, 2021), identifies a productivity need to ensure provision of post-16 training and education.</p>
P2: Reduce Oxfordshire's Socio-Economic Inequalities	<p>Although most metrics indicate Oxfordshire has a high-performing economy, it is not delivering for everybody – as evidenced by a geographic disparity in Indices of Multiple Deprivation. The pockets of high deprivation occur in every district, but the most pressing need is in parts of south Oxford City, Banbury, and Bicester.</p> <p>There is need for highly targeted interventions to maximise impact for these communities. Forecasts of future inequality are difficult to make because the COVID-19 pandemic has disrupted pre-existing economic trends. Prior to the pandemic, housing affordability problems within the county were a key indicator of socio-economic inequality. However, in the short-term, the pandemic has only exacerbated this and also driven up youth unemployment – reducing this is another key need.</p> <p>The aim to reduce socio-economic inequality is included in policies at both the County and District level within Oxfordshire, and is considered across multiple themes (e.g. climate action and industrial strategy). This interconnectedness to other aims, and across branches of government, gives rise to the need for a coordinated approach in order to maximise effectiveness. It should be noted that whilst the national Levelling Up Fund (HM Treasury, 2021) is currently available for regenerative infrastructure projects, all District Councils within Oxfordshire have been given the lowest priority to receive funds.</p>
P3: Attract & Retain Talent in Oxfordshire	<p>The Oxfordshire Local Industrial Strategy (OxLEP, 2019) has identified the scarcity of affordable housing as a key barrier to attracting and retaining talent. This is to the detriment of productivity targets and contributes to socio-economic inequalities within the county. As such, there is a pressing need to provide a greater quantity of affordable housing.</p> <p>Based on a review of evidence, the price of houses relative to earnings is greater in all districts of Oxfordshire than the English average – indicating poor housing affordability. The need is greatest in Oxford City which is the least affordable UK city for housing. This need in part, can be delivered by the 100,000 new homes planned within the Oxfordshire Housing & Growth Deal by 2031 (Oxfordshire Housing and Growth Deal, 2017).</p>
P4: Build A Global Business Innovation Ecosystem	<p>Oxfordshire's Local Industrial Strategy (OxLEP, 2019) plans to build upon the world-leading science and technology clusters within the county and position it as one of the top three global innovation ecosystems by 2040. There is a strong business case for the 2040 target, with forecasts estimating the return as an additional £23bn in Gross Value Added to the economy and 108,000 new jobs.</p> <p>Critical to success will be ensuring that Oxfordshire provides citizens with a sustainable and affordable high quality of life. This will support the attraction and retention of the necessary world-class talent, and the skills development of existing citizens in order to fulfil the business needs. There is also a need to nurture key industries by providing the infrastructure they need to thrive, including transportation, business accommodation, and support services.</p>
P5: Drive Economic Growth & Productive Employment	<p>Economic growth and greater productive employment can raise the living standards of Oxfordshire's citizens, and is intertwined with many of the other themes within OxIS. For greatest overall success, there is a need for economic growth to support and be supported by other strategic goals. For example, the need to reduce socio-economic inequality or move towards a 'green economy'. Fortunately, this is recognised in national policy and Oxfordshire's Local Industrial Strategy (OxLEP, 2019) - which plans develop the county's economy as a knowledge-based innovation ecosystem by 2040.</p> <p>Some forecasts predict that Oxfordshire's economy might increase £20bn by 2040, despite the COVID-19 pandemic (Cambridge Econometrics, 2021). However, to realise the potential, it will be critical for County and District Council investments to target promoting greater productive employment.</p>

3.7. Connectivity Needs to 2040

The Connectivity theme is associated with ensuring that communities, particularly locations identified for growth, across Oxfordshire are connected both digitally and from a transport perspective as well as with wider utilities including clean and secure energy and water supply. Needs to 2050 will be covered in the OxIS Stage 2 Report.

C1: A Digitally Connected Oxfordshire	<p>There is national focus on full-fibre connectivity and 5G mobile data and policy sets out the need to provide full coverage of full-fibre by 2033 to support economic growth, social connectivity and rural communities, alongside providing 4G to 95% of the country. These ambitions are mirrored in the Oxfordshire Digital Infrastructure Strategy (OCC, 2020), aligning with the need to facilitate productive economic growth and employment as well as supporting the delivery of more efficient cultural and health and social care and services and playing its part in replacing road journeys.</p> <p>Oxfordshire currently has 16.5% of the county covered by full-fibre broadband, behind national averages although marginally higher than comparable neighbouring counties (thinkbroadband, 2021). Alongside addressing these coverage gaps, particularly in urban areas like Oxford City, there is a further need to increase the roll-out of full fibre to keep pace with future growth to 2033 of approximately 74,000 homes. There is a particular need to address coverage gaps in Bicester, Wantage & Grove, Grenoble Road, Northfield, Abingdon, Berinsfield and Upper Heyford.</p>
C2: Clean Energy Supply Grid Capacity & Connectivity	<p>The Government's Ten Point Plan for a Green Industrial Revolution sets the ambition for the UK's net zero carbon target for 2050 by minimising energy demand and moving away from fossil fuels. The Oxfordshire Energy Strategy (OxLEP, 2019) further establishes a need for a clean, modern and smart energy system as well as a need for flexibility in infrastructure planning to better align demand and local renewable supply.</p> <p>Energy consumption analysis by District shows relatively consistent levels as well as consistent fuel type proportions over the past ten years, with bioenergy and wastes only partially replacing other traditional fuel sources. Oxfordshire's reliance on petroleum products and gas must reduce at a fast rate to meet national 2030 targets and clean energy goals. This need is exacerbated by the population growth expected in the county. Electricity consumption has, however, shown a reduction between 2008 and 2019 in all Districts showing efficiency gains. However, alongside population growth, other factors will result in a need to address electricity consumption (e.g. transition to electric vehicles and decarbonisation of heat). Targets for electric vehicle use raise specific concerns over the requirements for large scale investment in the electrical grid and network infrastructure.</p>
C3: Secure Water Supply & Wastewater	<p>Along with the unpredictability of water supply due to climate change, Oxfordshire's growing population and environment concerns around the pressure being placed on rivers and groundwater, there is an ever-increasing need to predict and manage the demand and supply of potable water to support growth in the region. This is why Thames Water has forecast a supply demand deficit in the Swindon & Oxfordshire Water Resource Zone by 2023. This need to reduce the deficit can be addressed through targeted infrastructure to support water efficiency, smart meters, reusing treated wastewater and carrying out water transfers. In terms of wastewater, there is a need for targeted infrastructure investment, such as in the proximity of Carterton, to address current sewage outflow events to improve local water quality and support biodiversity restoration (see E2 and E5). Future population growth will further impact the efficiency of wastewater infrastructure and areas of high growth (e.g. Banbury, Bicester and Oxford) require wastewater treatment plant sites to be upgraded, and the capacity for the receiving environment to receive treated water without deterioration of water quality.</p>
C4: Improve Sustainable Transport Connectivity Across Oxfordshire	<p>The Government's priorities for transport are underpinned by the need to achieve net zero carbon emissions by 2050, reflected in a myriad of emerging national and county strategies. They are directly relevant to Oxfordshire and these needs are met in county- and district-wide policy, identifying measures such as space reallocation, better, integrated, high-quality public transport and managing demand.</p> <p>Although the rise in electric vehicles will tackle transport carbon emissions, it will not tackle the county's congestion or wider health & place-shaping needs. For most Oxfordshire residents, the car is the first choice; particularly in rural areas. With Oxfordshire's predicted substantial growth in both housing and employment, transport connectivity plays a vital role. For these needs to be met, whilst contributing to decarbonisation efforts, sustainable transport has a significant role to play. To deliver the need of improved sustainable transport connectivity across Oxfordshire requires a significant enhancement in public transport service reliability and connectivity between OxIS Towns & Surrounds.</p>
C5: Strategic Transport Connectivity into & out of Oxfordshire	<p>England's Economic Heartland's Transport Strategy identifies the ambition for people and businesses to be connected through the region and with international gateways, to support local economic growth, harness the globally renowned centres of innovation and improve the quality of life of its residents. Together with LTP4 (OCC, 2015), they identify the need to improve Oxfordshire's public transport access with key destinations (e.g. London), transport interchanges (e.g. Heathrow) and key settlements (e.g. Birmingham and Reading). Currently many public transport journeys suffer from long travel times, delays from traffic congestion and multiple connections, further contributing to the use of private car for strategic journeys. There is a specific need to improve rail and road freight travel; demand is forecast to grow and Oxfordshire is key as it hosts a number of significant freight routes such as from the Port of Southampton to the Midlands.</p>

4. Strategic Infrastructure Schemes

A robust four-stage identification, sifting, grouping and filtering process has been applied, to capture those schemes which are ‘strategic’ infrastructure. With no existing national or local definition of ‘strategic’ infrastructure, a broad definition has been applied to select not only schemes with a significant spatial impact but also smaller scale schemes which remain strategically critical to the creation of successful places.

Context of Scheme Identification & Sources

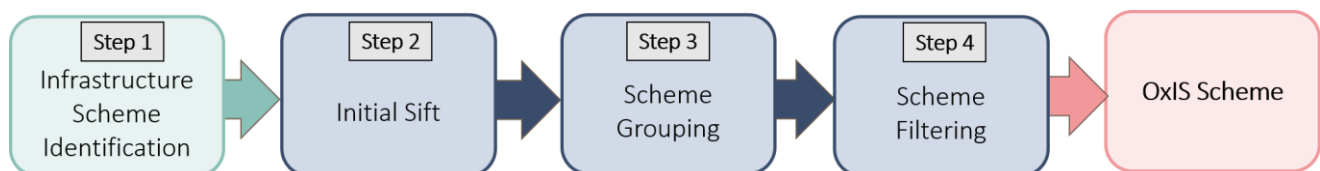
It should be noted that this process considers infrastructure schemes that are already proposed in established sources by key stakeholders across the county, rather than the devisal of new proposals. As a result, some of the schemes included within this Stage 1 Report predate significant policy shifts that have since occurred across the county (e.g. in relation to net zero carbon targets & Oxfordshire’s Strategic Vision).

4.1. Identification of Strategic Infrastructure Schemes

The objective identification of schemes has considered a wide breadth of sources reflecting the Future Oxfordshire Partnership’s (formerly Oxfordshire Growth Board) strategic ambitions: to achieve good growth as defined by the Oxfordshire Strategic Vision aligned to the five OxIS Themes. Therefore, schemes have been considered which are required to deliver District growth aspirations and fulfil Oxfordshire County’s needs to 2040.

A broad definition has been applied for OxIS which:

- Recognises key stakeholder’s views and captures schemes with a significant geographical coverage, scale or capital cost
- Captures smaller scale schemes which remain strategically critical to success of places
- Accounts for the longer-term horizon of OxIS
- Excludes non-capital schemes, as well as those fully funded, currently in delivery or advanced delivery stage
- All identified schemes have been subject to a robust three-stage sifting, grouping and filtering process to assesses their strategic context.



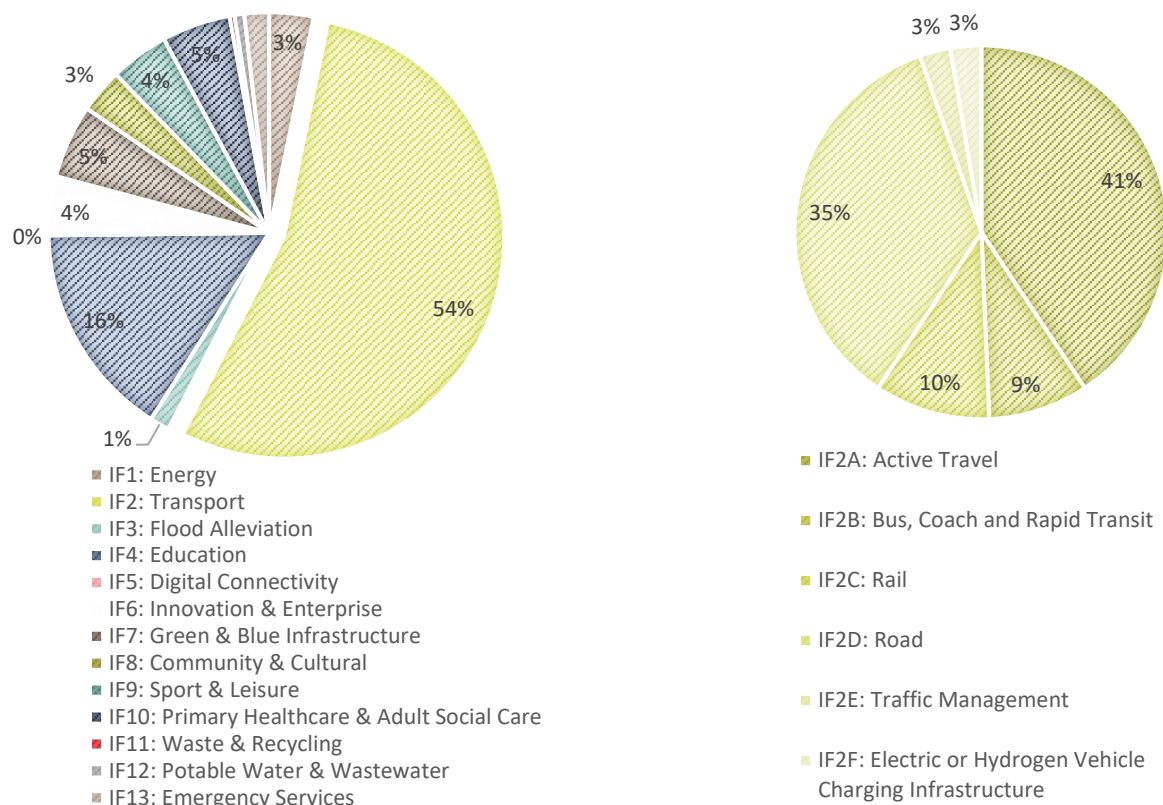
Key scheme sources include:

- District Infrastructure Delivery Plans & Infrastructure Funding Statements
- District Local Plans
- Oxfordshire Local Transport Plan 4 (Area & Corridor Strategies)
- Oxfordshire Bus Service Improvement Plan
- Oxford Local Cycling & Walking Infrastructure Plan
- Oxfordshire Rail Corridor Study
- Thames Water Resource Management Plan
- Oxfordshire Investment Plan
- Oxfordshire Clinical Commissioning Group (OCCG) Primary Care Estates Strategy

1,204 Schemes	
Step A: Initial Sift	
Schemes Sifted Out	Schemes Progressing to Stage B
879	325
Step B: Grouping	
Schemes Grouped for Stage C	Schemes Not Grouped for Stage C
31	269
Step C: Filtering	
Schemes Filtered Out	Schemes Filtered as OxIS Scheme for Appraisal
29	271

4.2. OxIS Strategic Infrastructure Schemes

The outcome of the sifting and filtering process resulted in the identification of 271 OxIS strategic infrastructure schemes qualifying to appraisal. Over half these schemes fall into the transport infrastructure type. Schemes across the remaining twelve categories are generally evenly distributed; except for Digital (IF5) where no schemes have been identified; due to the commercial nature in which digital infrastructure is delivered.



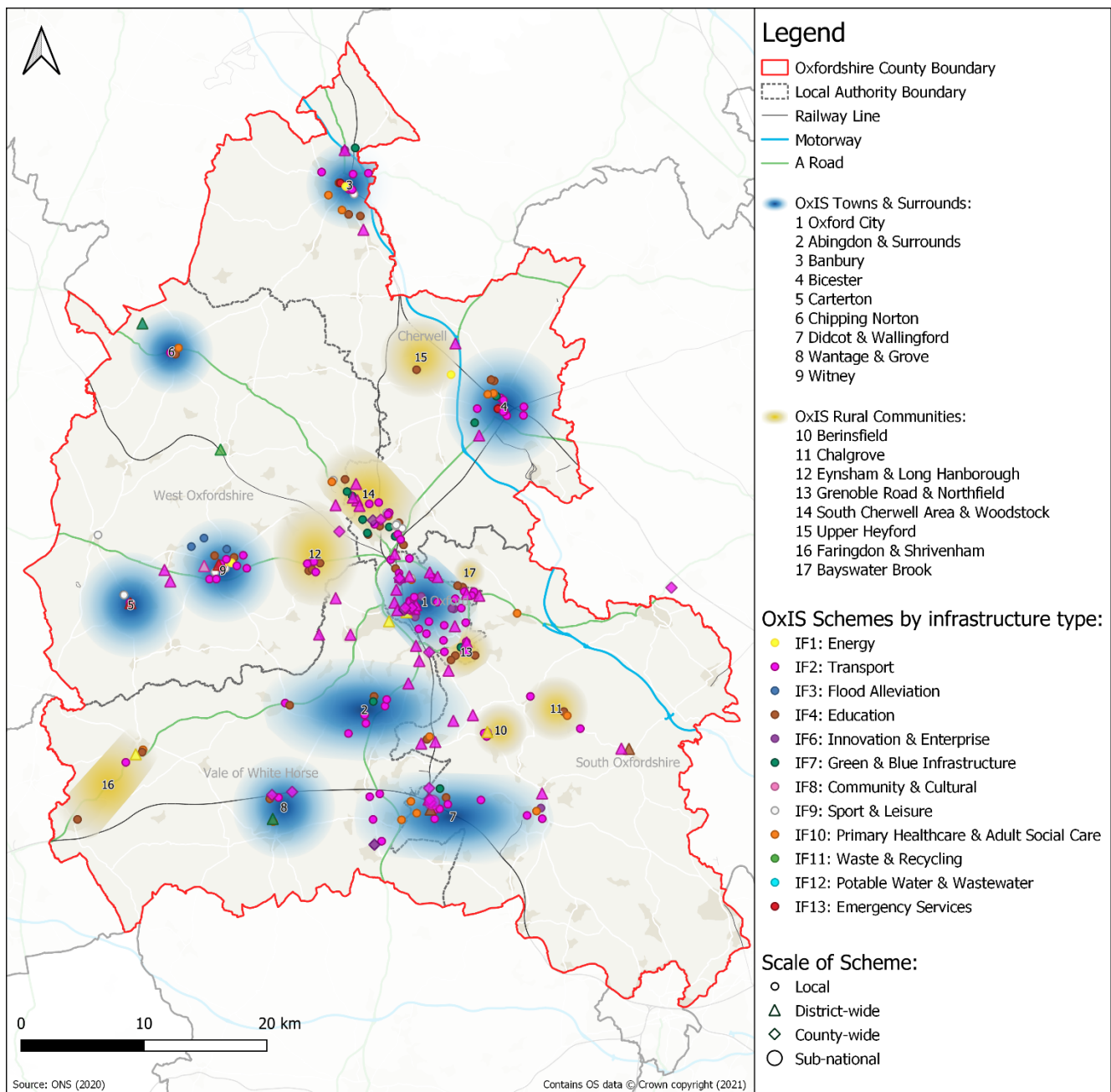
Around 30% of OxIS Stage 1 schemes have a regional spatial impact; varying from cross-county, county-wide, cross-district and district-wide schemes. The remaining schemes have a local spatial impact, split across the OxIS Towns & Surrounds (51%) and the OxIS Rural Communities (21%). The location of schemes is shown overleaf.

Emerging Schemes Excluded from the Stage 1 Appraisal

The robust appraisal methodology is reliant on schemes having a minimum level of known detail to provide a level of consistency. There are several schemes where this level of detail is not yet known and remain subject to an ongoing optioneering process which means appraisal has not been possible:

- **OAIDP1:** Third Thames Crossing north of Reading
- **C307:** Reconfiguration of primary care services in Bicester Central around the Horton Hospital
- **SO42:** Western Rail Link to Heathrow Airport
- **SO43:** Great Western Railway Modernisation
- **SO85:** Abingdon Southern Bypass
- **SO86:** Southern Didcot Road
- **OC10:** A40 – A40 Strategic Link Road
- **OC55:** GP Surgery to serve Oxford West End and Osney Mead
- **WO90:** East Chipping Norton Link Road
- **EEH1:** Varsity Cycleway (Oxford-Cambridge)
- **SO87:** A4130 Road Corridor Capacity Improvements
- **EA1:** Abingdon Flood Alleviation Scheme
- **EA2:** Thames Valley Flood Alleviation Scheme
- **TWB1:** South East Strategic Reservoir
- **TWB2:** Oxford Canal Raw Water Transfer
- **STW1:** Severn to Thames Water Transfer
- **VoWH205:** Wantage Western Relief Road
- **VoWH210:** A417 (Reading Road) Improvement Scheme including Ardlington Junction upgrade

Future progression of these schemes have the potential to address some of the strategic gaps subsequently identified in Section 6.6. There is an opportunity through future updates of OxIS to consider these schemes further as more information becomes available



Scale	Spatial Impact	Number of Schemes	Percentage of Schemes
Regional	Sub-National	1	0%
	Cross-County	1	0%
	County-Wide	19	7%
	Cross-District	21	8%
	District-Wide	31	12%
Local	OxIS Towns & Surround	132	51%
	OxIS Rural Community	54	21%
TOTAL		259	100%

5. Outcome of OxIS Stage 1: Infrastructure Schemes

5.1. OxIS Scheme Gaps – Infrastructure Providers

The OxIS Stage 1 scheme list has some outstanding gaps associated with infrastructure that is the responsibility of key external infrastructure providers and utility providers including commercial digital infrastructure companies as well as the Environment Agency, Thames Water and SSEN. Extensive engagement with these stakeholders has been undertaken through the Stage 1 process, however, limited information has been provided on schemes that remain reliant on funding; some of which is a result of commercial sensitivities. This means that there is presently a lack of some of these related schemes considered within OxIS Stage 1

5.2. OxIS Scheme Gaps – Unmet Needs

A key finding of this work is that the identified OxIS schemes do not fully address Oxfordshire's needs to 2040 (see Chapter 5 of the OxIS Stage 1 Technical Report). These gaps are amplified by the challenge in engagement with infrastructure providers as well as policy and societal changes since District IDPs were prepared. Additional infrastructure planning will be needed to help deliver the Oxfordshire Strategic Vision and good growth.

The below outlines unmet needs for each theme alongside recommended schemes that should be brought forward by key stakeholders to ensure these are met (see Section 6.5 of the OxIS Stage 1 Technical Report for further detail). Scheme gaps to address needs to 2050 will be covered in the forthcoming OxIS Stage 2 Report.

5.2.1. Environment Related Scheme Gaps

Many of Oxfordshire's plans and wider policy and strategy documents pre-date the declaration of a climate emergency in 2019 and the subsequent county-wide and district Climate Action Frameworks produced in 2020 and 2021. This recent shift in priorities means there is a substantial absence of schemes currently identified which specifically aim to reduce carbon emissions across the county, further highlighting the need for this updated and needs-based OxIS.

The National Infrastructure Commission Annual Report (2020) identifies a critical need for future infrastructure schemes to reduce carbon emissions both from energy and transport sources (approximately 82% of Oxfordshire's carbon emissions).

Environment



No Identified Schemes to
Address Future 2040 Needs



Wide Range of Identified Schemes
to Address Future 2040 Needs

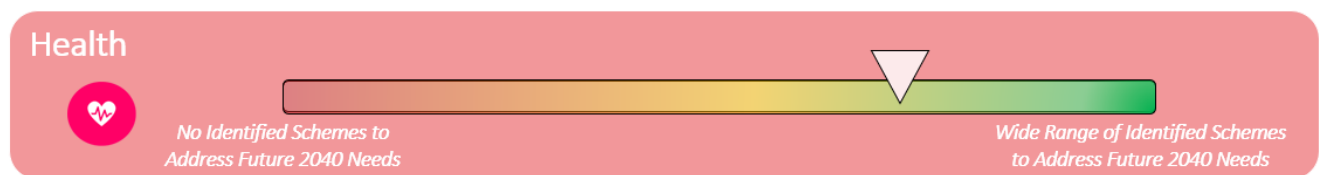
Recommended Additional Future Schemes to Address Environment Needs to 2040

- **Home Energy Efficiency Retrofitting Schemes:** Domestic energy is responsible for 26% of Oxfordshire's carbon emissions. Aside from local authority funding through the Better Homes, Better Health support service and some ongoing schemes to retrofit Oxford City council housing stock, there are no other identified similar domestic retrofitting schemes. Schemes should differentiate between those who are fuel poor and need grant support and those need market / structural incentive.
- **Zero Carbon Heat Network Schemes:** Gas networks currently heat over 240,000 of Oxfordshire's buildings whilst approximately 20% of buildings in Oxfordshire are off grid. It is critical to rapidly switch to zero carbon sources by retrofitting buildings, including the installation of heat pumps, or exploring alternative fuels. New gas connections should be phased out in accordance with the UK Government's upcoming strategy.
- **Electric Vehicle Charging Schemes:** Emissions from road transport are responsible for 46% of Oxfordshire's total emission. The upcoming Transport Decarbonisation Plan and Oxfordshire Electric Vehicle Charging Infrastructure Strategy indicate the scale of charging infrastructure required, however, intervention is likely to be needed to ensure universal coverage across the county, particularly in rural areas.
- **Zero Emission Zones:** There is an opportunity to utilise Oxford's emerging zero emission zone as a platform for wider scheme implementation across Oxfordshire's wider towns to promote modal shift and accelerate the transition to the use of electric vehicles.
- **Freight Decarbonisation Hubs:** There is a need to identify schemes which support the rapid recharging of electric or hydrogen freight vehicles to ensure zero carbon goods deliveries.

- **Zero Carbon Public Transport Schemes:** There is a need for future infrastructure schemes to enable zero carbon emissions from public transport (e.g. through bus recharging facilities, use of solar power and rail electrification schemes). It is proposed that Oxford will be one of the first zero-emission bus areas in the UK, and once in place should be able to offer opportunities and lessons learnt for other towns in the country.
- **Strategic Flood Alleviation Schemes:** Strategic schemes (beyond the Oxford Flood Alleviation Scheme) which combat the impact of climate change to protect existing and future planned homes from flooding.
- **Habitat & Biodiversity Restoration Schemes:** There are limited identified strategic schemes to fulfil Oxfordshire's need to achieve biodiversity net gain across the county. There is an opportunity through the emerging Oxfordshire Nature Recovery Strategy to identify schemes in the Nature Recovery Zone to enhance habitat restoration and to integrate this with wider infrastructure types such as flood alleviation and transport.
- **Renewable Energy Schemes:** The electrical and gas networks account for 36% of all County carbon emissions. Analysis of the potential for renewable energy sources, is needed to set out a strategy to support zero carbon production and consumption as well as understanding the need for carbon offsetting and managing residual gaps.
- **Waste Disposal Infrastructure:** There is a need for further waste disposal schemes to be identified such as Household Waste and Recycling Centres to fulfil future demands as a result of population growth.

5.2.2. Health Related Scheme Gaps

The identified schemes do not fully address Oxfordshire's needs for a more preventative approach to enhancing people's physical and mental health. In particular, the COVID-19 crisis has raised the profile of the role that access to green space and space for physical activity plays in addressing health inequalities and enhancing people's mental health and wellbeing.



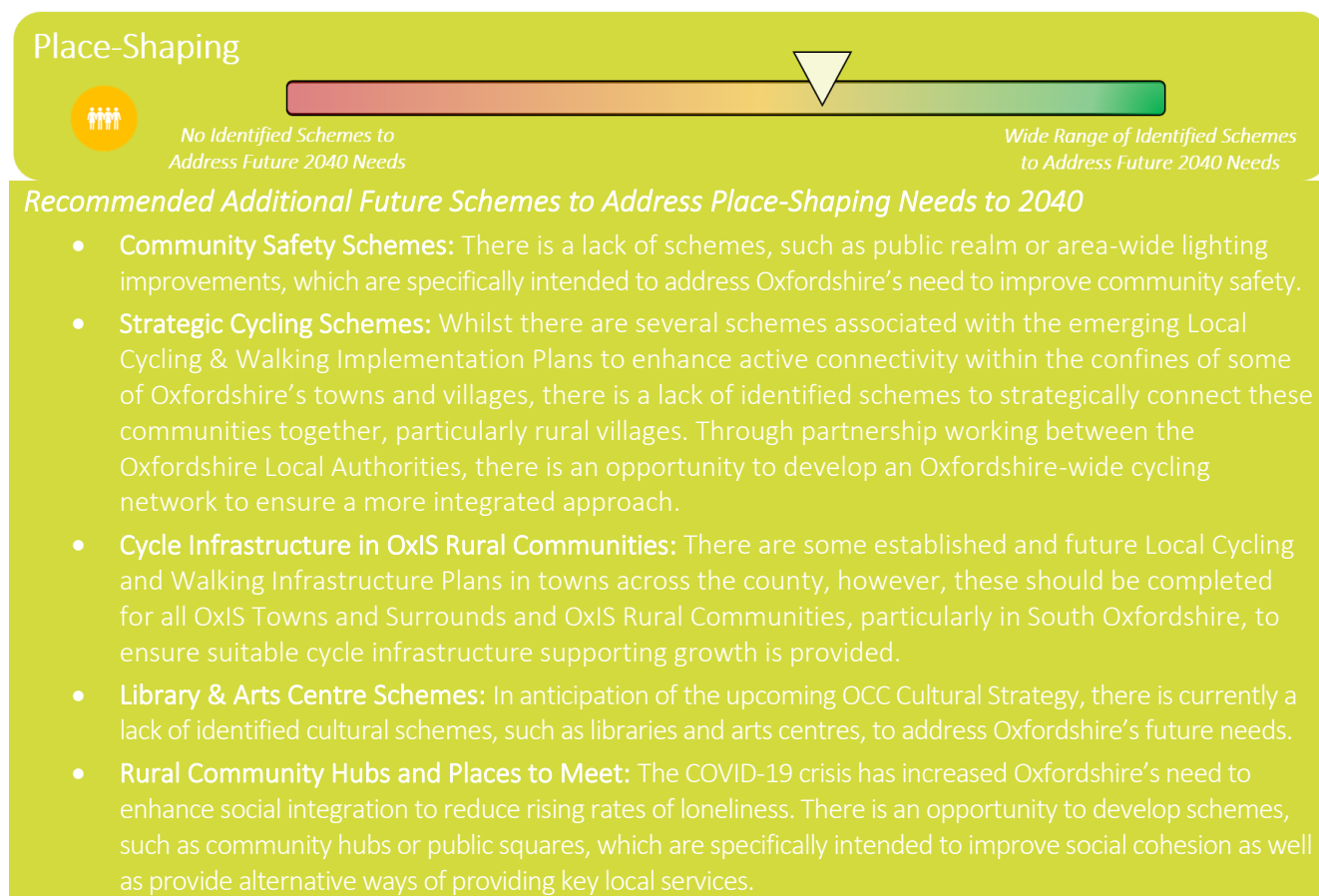
Recommended Additional Future Schemes to Address Health Needs to 2040

- **Outdoor Green Space Schemes:** In some districts, there is a lack of identified strategic outdoor green space schemes within some Districts, such as parks, to address Oxfordshire's future need to improve people's physical activity levels, mental health and social integration. Preventative measures like this, which are now embedded in health policy and strategies, allow the opportunity to encourage healthy lifestyles and reduce health inequalities across Oxfordshire.
- **Indoor and Outdoor Sport Schemes:** Some District Councils do not identify specific strategic indoor and outdoor sport and leisure schemes, such as swimming pools, sports halls and playing pitches, to address the future need to improve people's physical activity levels, and mental health. There is an opportunity for District Councils to identify strategic schemes as part of upcoming reviews
- **GP & Health Centres:** The funding limitations of the OCCG mean there is a lack of tangible GP and health centre schemes to address Oxfordshire's future need to ensure sufficient primary care access in locations, particularly to serve allocations that have only recently been designated in Local Plans (e.g. South Oxfordshire Local Plan). This includes sites such as south of Grenoble Road, Northfield, land north of Bayswater Brook, Wallingford and Kingston Bagpuize alongside growth in Oxford. There is an opportunity for greater partnership working and additional capital contributions to ensure that schemes are developed in line with trajectories of future site delivery.
- **Social Care Schemes:** There is an absence of adult social care schemes currently identified to address Oxfordshire's future needs to accommodate for the ageing population.

See also Zero Emission Zone Scheme Gap in Environment

5.2.3. Place-Shaping Related Scheme Gaps

Whilst there are several identified schemes, such as active travel improvements, which address many of the place-shaping needs, there is lack of schemes intended to address Oxfordshire's needs to improve social cohesion and perception of crime occurring.



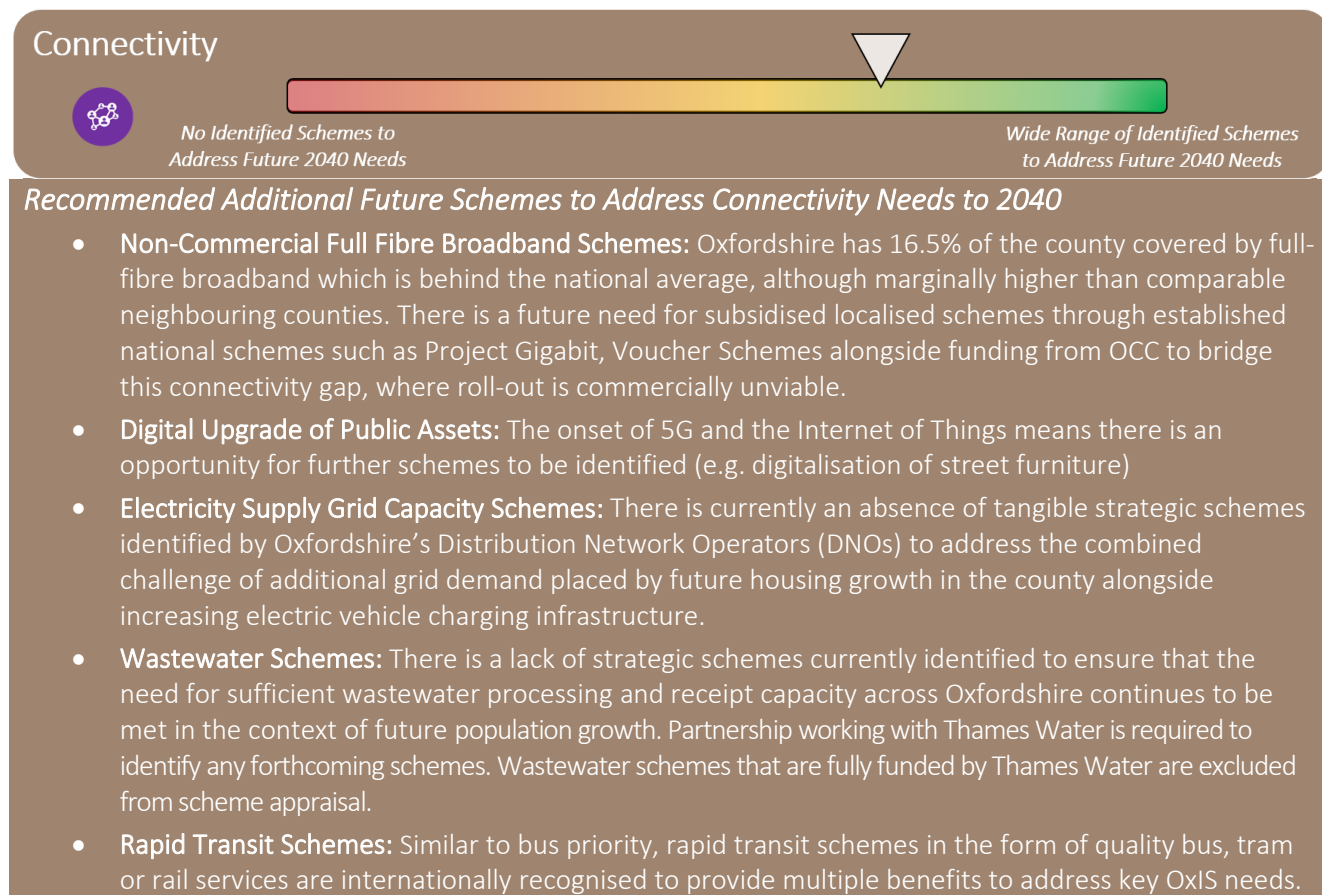
5.2.4. Productivity Related Scheme Gaps

Gaps to address the productivity needs are primarily associated with education schemes, concerning Special Educational Needs alongside adult education schemes. There is also an absence of schemes, such as community hubs or transport schemes, which are specifically intended to address Oxfordshire's socio-economic inequalities.



5.2.5. Connectivity Scheme Gaps

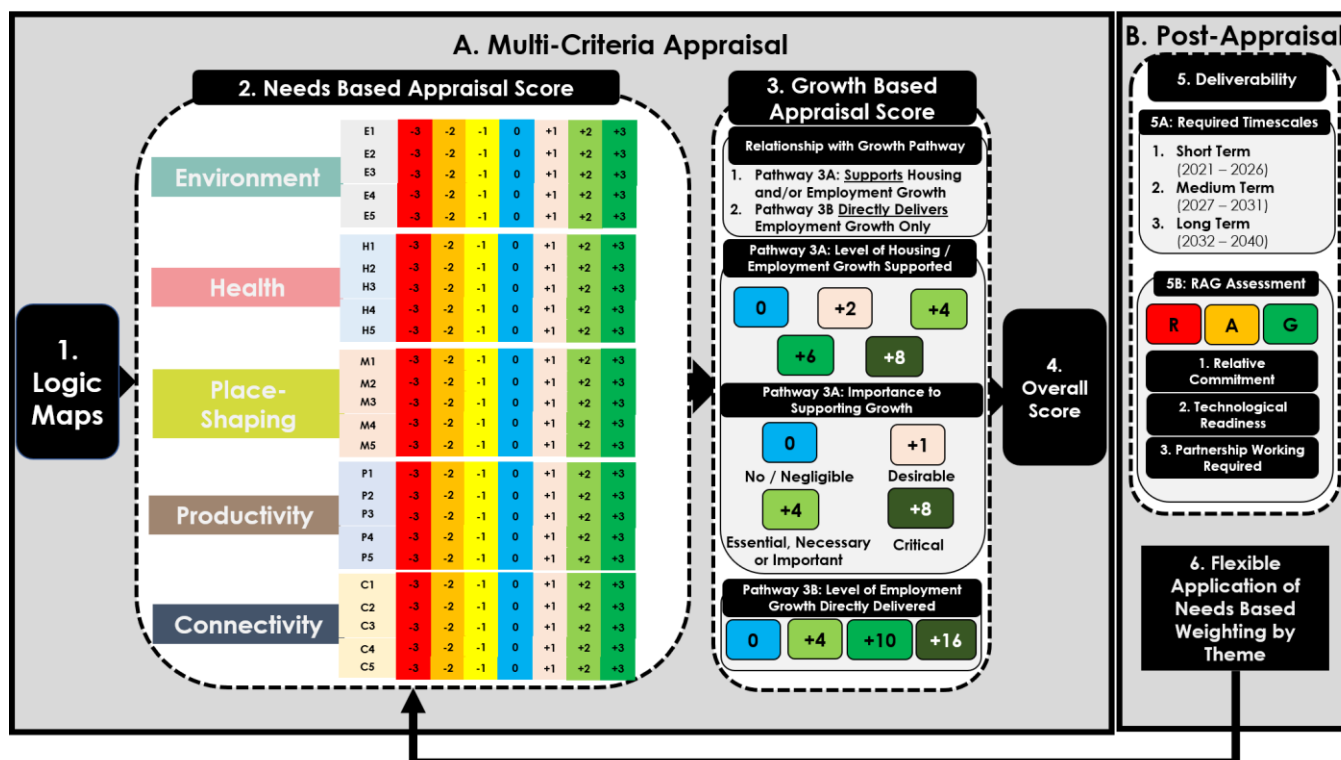
There are significant shortcomings in the existing digital infrastructure, particularly in urban areas. This has been amplified by the recent spike in home working and shopping, as well as significant global uptake in digital technology. Other needs are highlighted by the recent National Bus Strategy, which requires the development of a Bus Service Improvement Plan to set out the county's plan for improving bus services for passengers.



6. Outcome of OxIS Stage 1: Multi-Criteria Scheme Appraisal

This OxIS Stage 1 includes an objective and logical needs- and growth-based multi-criteria appraisal underpinned by the Future Oxfordshire Partnership's (formerly Oxfordshire Growth Board) growth priorities.

A growth appraisal was added to recognise the importance of schemes (e.g. utilities infrastructure) which may not explicitly score well within the needs-based appraisal, yet remain critical to enabling, unlocking and unblocking delivery of development sites. It is therefore intended to complement the needs based appraisal score.



Factors impacting the scheme's relative deliverability, incorporating a consideration of the delivery timescales, technical complexity and level of required partnership working, has been considered post-appraisal as part of a Red Amber Green (RAG) assessment. This is intended to provide context only to the scheme's future prioritisation rather than form an intrinsic part of the overall score assigned.

This is for the following reasons:

- **Delivery & Funding Channel Uncertainty:** It is likely that there will be significant future changes in national policy (e.g. Planning White Paper), delivery mechanisms (e.g. Spatial Framework for the Oxford-Cambridge Arc) and funding opportunities which is likely to materially change the relative deliverability of schemes in the short term
- **Fluidity of Technology:** There may be schemes which are critical to fulfilling Oxfordshire's future needs yet may be technically challenging to deliver at the present time (e.g. hydrogen). These barriers are likely to erode over time to 2040, as new technology is developed
- **Established Partnerships:** The strong partnership working established through the Future Oxfordshire Partnership (formerly Oxfordshire Growth Board) means that collaborative working with key stakeholders is not necessarily a barrier to delivery of a scheme

A consideration of scheme deliverability post appraisal also considers the required timescales for scheme delivery based upon the information established in the original source documents and verified in discussions with Oxfordshire's District Councils and key strategic infrastructure providers.

All schemes included in OxIS will be subject to the appropriate planning process. Inclusion in OxIS does not represent endorsement of schemes.

6.1. Scheme Appraisal: Regional Schemes

The following sections incorporate the outcomes of the multi-criteria and deliverability appraisal for regional scale schemes. The detailed components of the scoring assigned across each of the 25 needs is available in Appendix B.

6.1.1. Sub-National Schemes

Type	OxIS Sub-National Scheme	Needs Based Appraisal					Growth	Overall Score
		Environment	Health	Place Shaping	Productivity	Connectivity		
IF2	ORC6: Grade Separation of Didcot East Rail Junction	4	4	3	8	6	24	36

6.1.2. Cross-County Schemes

Type	Scheme	Needs Based Appraisal					Growth	Overall Score
		Environment	Health	Place Shaping	Productivity	Connectivity		
IF2	SO30: Thame to Haddenham cycle route	3	7	7	5	2	24	33
IF7	VoWH106: Restoration of the Wilts and Berks Canal from Melksham to Swindon, Wantage/Grove and Abingdon	8	6	4	4	1	23	32

6.1.3. Oxfordshire County-Wide Schemes

Type	Scheme	Needs Based Appraisal					Growth	Overall Score
		Environment	Health	Place Shaping	Productivity	Connectivity		
IF2	BSIP1: County-wide traffic signals upgrade to enable bus priority	4	4	3	5	5	21	30
IF2	IHUB9: MaaSCAV: Smart Traffic lights	0	3	1	1	4	9	18
IF2	IHUB10: DRIVEN Project: Updating of ATC to live blackcats.	0	1	1	1	2	5	14
IF2	IHUB12: Endeavour Project: Parking bay sensors	0	1	0	2	2	5	14
IF2	IHUB13: 5G Heart project: Fibre connectivity to roadside assets	2	2	3	4	3	14	23
IF2	ORC1: Oxford Station Additional Through Platform & Line Upgrades	3	3	2	6	4	18	30
IF2	ORC2: Cowley Branch Line Improvements including two new stations at Oxford Science Park & Oxford Business Park	3	5	4	9	5	26	38
IF2	ORC7: Didcot Parkway station – additional platform	3	4	2	5	3	17	29
IF2	ORC8: Didcot Goods Line upgrade & line extension to Milton Junction	3	4	2	6	3	18	30
IF2	ORC9: Wolvercote Rail Junction Capacity Upgrades	2	3	2	5	4	16	28
IF2	ORC11: Hanborough Station additional platform including Cotswolds line capacity upgrades	2	3	2	4	4	15	27
IF2	ORC13: New Rail station at Grove	2	3	4	5	5	19	31
IF2	ORC14: Grove – rail line loop extension and additional crossovers	2	3	4	5	5	19	31
IF2	ORC15: Oxford North Rail Junction – additional line bypassing junction	3	4	3	4	4	18	30
IF2	ORC16: Oxford Canal Rail Junction – crossover between Up and Down Bletchley Lines	2	2	3	4	4	15	27
IF2	ORC17: New rail station at Begbroke	4	4	4	5	5	22	31
IF2	ORC18: Didcot North Junction – third rail line north of junction	2	2	3	4	4	15	24
IF6	OIP6: Space AI and Autonomy Lab, Harwell	-1	3	2	9	0	13	17
IF6	OIP8: Locate Oxford Global Innovation Campus	-3	2	3	12	0	14	30
IF6	OIP20: West End Global Innovation District	-2	2	4	11	0	15	31

6.1.4. Cross-District Schemes

Type	Scheme	Needs Based Appraisal					Total Needs	Growth	Overall Score
		Environment	Health	Place Shaping	Productivity	Connectivity			
IF1	OC2: Yarnton Bulk Supply Point Reinforcement	2	2	2	8	5	19	16	35
IF2	BSIP3: A34 Bus Priority Scheme Phase 1 - Hinksey Hill A34 Northbound Exit	5	6	3	6	5	25	9	34
IF2	BSIP4: Bus priority improvements at Pear Tree Park & Ride junction	4	4	2	5	4	19	9	28
IF2	C83: P&R at London Oxford Airport (approx. 1,100 Spaces)	2	5	2	4	2	15	12	27
IF2	C86: Junction improvements facilitating cross-corridor bus movements A44 to / from A4260	4	5	4	7	3	23	16	39
IF2	C87: Bus priority on the A44 between Langford Lane and Bladon Roundabout	4	5	4	8	3	24	16	40
IF2	OC23: Abingdon Road Corridor Improvements	4	7	5	5	2	23	9	32
IF2	OC25: Banbury Road & Oxford Road Corridor Improvements	3	8	7	5	2	25	9	34
IF2	OCPP&R1: Park & Ride at Cumnor (1,200 Spaces)	3	5	3	4	2	17	9	26
IF2	OLCWIP1: Canal Path Walking and Cycling Improvements	3	7	3	3	1	17	9	26
IF2	OLCWIP3: Woodstock Road Active Travel Improvements	3	8	6	4	2	23	12	35
IF2	OLCWIP13: Barracks Lane and Horspath Active Travel	2	4	4	5	1	16	9	25
IF2	OLCWIP21: South Oxford Path Walking and Cycling Improvements	3	6	2	4	1	16	9	25
IF2	OLCWIP25: Botley Road Walking and Cycling Improvements	3	6	4	4	2	19	9	28
IF2	SO21: Science Vale Active Travel Network	5	10	8	7	2	32	12	44
IF2	SO23: Cycle Connection between Berinsfield/Culham to Oxford via the Roman Road bridleway	3	8	8	7	2	28	12	40
IF2	SO40: Strategic Rapid Transit Park and Ride & Bus Priority Improvements on A4074 corridor	4	7	4	10	5	30	12	42
IF2	SO53: A40 Link Road through Bayswater Brook from the A40 at Marsh Lane interchange to east of Sandhills	-2	1	3	5	2	9	12	21
IF2	SO69: New and upgraded cycling connections to Oxford, Berinsfield & Watlington via B480 and Burcot Lane / Dorchester Road / Stadhampton Road	3	8	8	6	2	27	12	39
IF2	SO74: B480 Gateway Scheme including cycle lanes and bus priority measures	3	7	5	10	3	28	12	40
IF2	SO75: Pedestrian and Cycle Bridge over A40 Northern Bypass	1	6	5	4	1	17	12	29
IF2	VoWH22: A34 Bus Priority Phase 2 - bus lane between Lodge Hill-Hinksey Hill & Lodge Hill Park and Ride	4	7	4	6	6	27	12	39
IF2	WO55: Cycle Route from Eynsham - Oxford on B4044	3	8	9	6	2	29	9	37
IF4	OCCE1: New SEN School serving southern Oxfordshire	0	7	4	9	0	20	16	36

6.1.5. District-Wide Schemes

District	Type	Scheme	Needs Based Appraisal					Total Needs	Growth	Overall Score
			Environment	Health	Place Shaping	Productivity	Connectivity			
Cherwell	IF2	C69: Improvements to A41 gateway corridor to Bicester including bus priority measures	3	7	4	6	5	26	12	37
	IF2	C125: M40 Junction 10 capacity improvements	-3	-3	2	7	5	8	16	24
	IF2	C131: Access to Banbury North (New M40 Slips)	-3	-2	1	4	5	5	9	14
Oxford City	IF1	OC1: Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point	2	2	2	8	5	19	16	35
	IF2	OC3: Cycle Hire Stations	1	8	5	6	2	22	12	34
	IF2	OC6: Emergency Active Travel Schemes	2	8	7	6	2	25	12	37
	IF2	OC39: Zero Emission Zone (Phase II)	6	9	7	6	4	32	12	44
	IF2	OC40: Controlled Parking Zones (city-wide)	1	5	4	4	3	17	12	29
	IF2	OCPP&R2: Park & Ride Extension at Thornhill (465 Spaces)	2	4	2	4	1	13	9	22
	IF2	OLCWIP28: Oxford Ring Road Active Travel Improvements	2	5	2	5	1	15	9	24

District	Type	Scheme	Needs Based Appraisal					Total Needs	Growth	Overall Score
			Environment	Health	Place Shaping	Productivity	Connectivity			
	IF2	OLCWIP31: Low Traffic Neighbourhoods	3	6	4	2	1	16	9	25
	IF2	OLCWIP32: Signing and parking Active Travel Improvements	1	3	1	2	1	8	9	17
South Oxfordshire	IF2	SO20: Retrofitting to install Air Source Heat Pumps and Solar PV cells at South Oxfordshire Council Leisure Centres	2	5	2	3	3	15	9	24
	IF2	SO24: Improvements to cycle routes to rail stations	1	4	2	3	1	11	9	20
	IF2	SO26: Benson to Wallingford cycle route minor improvements	2	5	5	3	1	16	9	25
	IF2	SO45: Culham Railway Station Enhancements	1	2	2	7	2	14	12	26
	IF2	SO48: A4074 Golden Balls Roundabout Improvement and B4015 Widening	-1	0	1	6	3	9	16	25
	IF4	SO119: Expansion of secondary school capacity by 2fe, potentially at Icknield Community College	0	1	4	7	1	13	16	29
	IF1	VoWH19: Retrofitting to install Air Source Heat Pumps and Solar PV cells at Vale of White Horse Leisure Centres	2	5	2	3	3	15	9	24
Vale of White Horse	IF2	VoWH59: A34 Lodge Hill Interchange Upgrade including South Facing Slips	-1	2	2	5	5	13	16	29
West Oxfordshire	IF2	WO37: Bablock Hythe crossing of River Thames	0	5	6	2	1	14	9	23
	IF2	WO52: Witney to Carterton cycleway	3	7	7	5	2	24	12	36
	IF2	WO57: Footpath / cycleway connecting Hanborough through Bladon to Woodstock	2	5	5	3	1	16	9	25
	IF2	WO84: Improve access by road to Carterton including upgrade of B4477 and West facing slips at A40/B4477	-1	-1	3	4	4	9	12	21
	IF7	WO144: Evenlode Green Ribbon & Catchment Schemes including habitat restoration	6	6	3	3	0	18	9	27
	IF8	WO161: Enhanced Library Provision at Witney, Carterton, Chipping Norton, Eynsham and Woodstock	0	2	5	3	0	10	9	19
	IF11	WO180: New waste transfer station	4	1	0	6	0	11	16	27
	IF13	WO187: New one pump 2 bay fire station in Carterton	0	1	4	6	0	11	12	23
	IF13	WO188: Various Thames Valley Police schemes including adaptation of Witney, Carterton, and Woodstock Police Stations	0	0	2	2	0	4	9	13
	IF13	WO189: 2-3 ambulance standby points in the District including ambulances	0	1	2	3	0	6	12	18

6.2. Scheme Appraisal: Local Schemes – OxIS Towns & Surrounds

OxIS Towns & Surround	Type	Scheme	Needs Based Appraisal						Growth	Overall Score
			Environment	Health	Place-Shaping	Productivity	Connectivity	Total Needs		
1. Oxford City	IF1	OC3: New substation required to support the Diamond Place regeneration	2	2	2	8	5	19	16	35
	IF2	BSIP2: Barton Waynflete Road Link (One Way Bus Only Road)	3	5	2	6	4	20	9	29
	IF2	BSIP6: Horspath Driftway bus priority scheme	3	6	2	5	4	20	9	29
	IF2	OC8: Broad Street Part Pedestrianisation and Public Realm Improvements	2	6	6	6	2	22	12	34
	IF2	OC24: B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge)	2	5	3	3	1	14	12	26
	IF2	OC27: Iffley Road Corridor Improvements	3	7	6	6	2	24	9	33
	IF2	OC28: Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements	3	10	6	7	2	28	9	37
	IF2	OC31: Eastern Bypass corridor improvements / A3133 Kennington to Cowley Bus Priority Improvement Scheme	3	6	5	7	5	26	12	38
	IF2	OC32: Northern Bypass corridor improvements between Cutteslowe Roundabout to Mash Lane including bus lanes	3	5	5	5	5	23	9	32
	IF2	OC36: Traffic Filters and Supporting Measures	2	6	4	2	1	15	12	27
	IF2	OCCTA1: A40 Crossing at Collinwood Road	1	4	5	4	1	15	12	27
	IF2	OLCWIP2: Walton Street Active Travel Improvements	2	5	3	3	1	14	9	23
	IF2	OLCWIP5: North Oxford Path	2	4	2	2	1	11	9	20
	IF2	OLCWIP6: Marston Active Travel Improvements	2	4	3	3	2	14	9	23
	IF2	OLCWIP8: Northway & Barton Active Travel Improvements	2	6	2	4	1	15	9	24
	IF2	OLCWIP9: Headington Path	2	5	2	4	1	14	9	23
	IF2	OLCWIP 10: Headington Active Travel Improvements	3	7	6	4	2	22	9	31
	IF2	OLCWIP12: Old Road Active Travel Improvements	3	7	6	4	2	22	9	31
	IF2	OLCWIP15: Blackbird Leys Active Travel Improvements	3	10	4	7	2	26	9	35
	IF2	OLCWIP16: Littlemore Active Travel Improvements	2	6	3	6	1	18	9	27
	IF2	OLCWIP18: Rose Hill Active Travel Improvements	2	5	2	6	1	16	9	25
	IF2	OLCWIP29: City Centre Active Travel Improvements	2	7	5	7	1	22	9	31
	IF2	OLCWIP30: Jackdaw River Bridge	2	4	2	4	1	13	9	22
	IF2	OXG1: Oxford Smaller Scale Active Travel Schemes	2	8	4	4	2	20	9	29
	IF4	OC44: Extensions to primary schools equivalent to 0.5FE, to cater for Oxford North and cumulative sites	0	3	3	6	1	13	12	25
	IF4	OC55: 0.5FE Expansion to Barton Park Primary School	0	3	4	6	1	14	16	30
	IF6	OIP1: The Energy Systems Accelerator	1	2	2	9	1	15	16	31
	IF6	OIP2: Clinical Biomanufacturing Facility	-1	3	2	6	0	10	4	14
	IF6	OIP3: BioEscalator 2 (Global Health & Life Sciences Cluster)	-1	2	2	8	0	11	4	15
	IF6	OIP7: Oxford – Singapore AI and Human-Machine Collaboration Institute	-1	2	2	7	0	10	4	14
	IF6	OIP21: Creative and Cultural Industries Hub	-1	2	4	7	0	12	4	16
	IF8	OC49: Blackbird Leys Regeneration New Community Hub	0	6	6	6	0	18	9	27
	IF9	OC56: Refurbishment and extension of Ferry Leisure Centre	-1	5	5	4	0	13	9	22
	IF10	OC51: New Health Centre in Diamond Place, Summertown	0	6	2	4	0	12	16	28
2. Abingdon	IF2	VoWH50: Marcham Bypass and Frilford Junction	-3	3	4	3	3	10	16	26
	IF2	VOWH52: Shippon & Abingdon Pedestrian and Cycle Bridge	2	6	3	4	1	16	12	28
	IF2	VOWH53: Barrow Road / unnamed road (to Gozzards Ford) junction upgrade	0	1	2	4	1	8	16	24
	IF2	VOWH54: Unnamed road (to Gozzards Ford)/A415 junction upgrade	0	1	1	4	1	7	16	23
	IF2	VOWH55: Long Tow/Wootton Road junction upgrade	0	1	1	4	1	7	16	23
	IF2	VOWH56: A415/A420 link road	-1	2	2	4	2	9	16	25
	IF4	VoWH70: Two form-entry primary school at Dalton Barracks	0	4	6	7	1	18	12	30
	IF4	VoWH71: One form entry primary school, East of Kingston Bagpuize	0	4	6	6	1	17	12	29

OxIS Towns & Surround	Type	Scheme	Needs Based Appraisal						Growth	Overall Score
			Environment	Health	Place-Shaping	Productivity	Connectivity	Total Needs		
	IF4	SO107: Two Two Form Entry primary schools at Culham (including early years)	-1	4	6	8	1	18	16	34
	IF4	SO108: 900 place secondary school at Culham	-1	5	6	8	1	19	16	35
	IF7	VoWH83: Dalton Barracks Parkland	6	7	5	5	0	23	12	35
	IF10	VoWH186: New GP Surgery in Abingdon	0	6	4	5	0	15	12	27
	IF10	SO210: New GP surgery provision at Culham	0	5	4	5	0	14	16	30
3. Banbury	IF1	C9: 300m of expansion and realignment in the gas infrastructure around Banbury	-2	-1	2	4	-1	2	16	18
	IF2	C72: Rejuvenating or Reloading Banbury Bus Station to provide enhanced capacity	1	6	4	5	2	18	12	30
	IF2	C96: Re-designing Banbury Station forecourt to improve multi-modal interchange	2	6	5	5	3	21	9	30
	IF2	C114: Improving capacity & bus priority of Cherwell Street/ A4620 Windsor Street corridor	0	-1	3	5	3	10	16	26
	IF2	C117: East-west strategic movements: Hennef Way corridor A422 Improvements	-1	-1	3	5	3	9	16	25
	IF2	C118: East-west strategic movements: Warwick Road Corridor Improvements	-1	-3	1	4	3	4	12	16
	IF2	C120: Review of Banbury Town Centre traffic circulation	0	-3	2	3	1	3	12	15
	IF2	C132: Banbury South East Link Road east of M40 J11	-2	-2	1	4	3	4	12	16
	IF2	C112: Car parking routeing and guidance system	1	3	2	2	1	9	12	21
	IF4	C151: 2FE primary school - South of Salt Way	0	4	4	8	1	17	16	33
	IF4	C152: Expansion of Longford Park Primary School from 1.5FE to 2FE	0	3	4	7	1	15	16	31
	IF4	C168: New secondary school provision in Banbury	-1	5	4	7	1	16	16	32
	IF7	C182: Banbury Country Park Improvements	6	7	2	4	0	19	9	28
	IF9	C282: Relocation of Banbury United Football Club	0	2	3	7	1	13	12	25
	IF10	C305: Additional GP provision in North Banbury	0	5	3	6	0	14	12	26
	IF10	C306: Additional GP provision in South Banbury	0	7	3	6	0	16	16	32
	IF13	C339: Relocation of Banbury Fire Station	-1	1	3	4	0	7	12	19
4. Bicester	IF1	C1: CHP and use of heat from Ardley Energy Recovery Facility to cover Bicester	1	2	2	7	3	15	9	24
	IF2	C16: Market Square walking and cycling improvements	1	6	5	4	1	17	12	29
	IF2	C17: Banbury Road walking and cycling improvements	1	6	6	5	1	19	12	31
	IF2	C18: Buckingham Road walking and cycling improvements	1	6	6	5	1	19	12	31
	IF2	C100: London Road level crossing - solution for closure	0	2	5	5	2	14	12	26
	IF2	C102: Bicester Eastern Corridor highway capacity improvements	-2	-3	0	6	3	4	16	20
	IF2	C103: Additional highway capacity on Charlbridge Lane including new bridge to Gavray Drive	-3	-3	0	6	3	3	16	19
	IF2	C104: Bicester south east perimeter road	-3	-2	2	6	4	7	16	23
	IF2	C109: Bicester A4905 Realignment Scheme	-1	-3	0	5	3	4	16	20
	IF2	C126: Central corridor: Kings End and Queens Avenue through to Field Street	1	5	5	5	1	17	12	29
	IF2	CG1: Bicester Active Travel Package	2	5	5	5	1	18	12	30
	IF4	C144: Primary School 2 FE (NW Eco Town)	0	3	5	8	1	17	16	33
	IF4	C145: Primary School 2 FE (NW Eco Town)	0	3	5	8	1	17	16	33
	IF4	C146: Primary School 2FE (NW Eco Town)	0	3	5	8	1	17	16	33
	IF4	C147: Gagle Brook Primary School Phase 2 (1 FE)	0	3	5	8	1	17	16	33
	IF4	C166: New secondary school provision in North West Bicester including shared use cultural facilities	0	5	6	8	1	20	16	36
	IF7	C178: Community Woodland (43ha) – Chesterton (Burnehyll Community Woodland)	5	7	4	4	0	20	9	29
	IF7	C218: Improving blue and green infrastructure in multiple green spaces in Bicester including Bure Park, Langford Brook Park	5	7	2	3	0	17	9	26
	IF10	C304: New GP Surgery to serve South Bicester	0	6	4	5	0	15	16	31
	IF10	C347: New GP premises to serve North West Bicester	0	6	4	5	0	15	16	31

OxIS Towns & Surround	Type	Scheme	Needs Based Appraisal						Growth	Overall Score
			Environment	Health	Place-Shaping	Productivity	Connectivity	Total Needs		
5. Carterton	IF13	C338: Relocation of Bicester Fire Station	-1	1	3	4	0	7	12	19
	IF2	WOG2: Carterton Active Travel Improvement Scheme Package	1	4	3	3	1	12	8	20
	IF4	WO118: Expansion of Carterton Community College	0	3	4	6	1	14	8	22
	IF9	WO169: Provision of ATP plus potential additional changing facilities, Burford	0	5	4	3	0	12	8	20
	IF9	WO172: Additional outdoor playing pitch provision and changing facilities, Carterton	0	5	5	4	0	14	5	19
	IF9	WO175: Enhanced community use, changing and reception areas at Carterton Community College Sports Hall and ATP	0	5	4	3	0	12	5	17
6. Chipping Norton	IF2	WO85: Remove Primary Route Status from A44 and implement weight restrictions in town centre	1	3	2	1	1	8	3	11
	IF2	WO108: 2FE Primary school (including nursery), East of Chipping Norton	0	4	6	7	1	18	10	28
	IF10	WO191: Expansion of Chipping Norton Health Centre	0	5	3	4	0	12	6	18
7. Didcot & Wallingford	IF2	VoWH26: Access improvements to the A4185 at Harwell Campus	-1	-1	1	5	2	6	12	18
	IF2	VOWH51: Milton Heights Pedestrian and Cycle Bridge	1	4	3	5	1	14	12	26
	IF2	VoWH57: Steventon Signalised Junction and A4130 Widening (West of Milton Interchange)	0	2	2	3	3	10	12	22
	IF2	VoWH58: Rowstock Roundabout Improvement	0	3	4	6	3	16	16	32
	IF2	SO27: Didcot Town Cycle Improvements	2	6	5	6	1	20	9	29
	IF2	SO28: Garden Line Cycle Improvements	3	6	2	5	1	17	9	26
	IF2	SO29: Premium cycle route between Didcot, Crowmarsh Gifford and Wallingford	4	9	6	7	2	28	9	37
	IF2	SO31: Didcot Parkway interchange cycling improvements	1	4	1	3	1	10	9	19
	IF2	SO76: Central Didcot Corridor improvement Scheme	3	7	8	7	2	27	12	39
	IF2	SO83: Didcot Northern Perimeter Road Phase 3	-2	0	3	6	3	10	16	26
	IF2	SO88: Town-wide Controlled Parking Zone in Didcot	1	4	3	3	1	12	9	21
	IF2	BSIP5: Benson Lane, Crowmarsh junction bus priority scheme	3	4	2	5	4	18	9	27
	IF4	SO120: One new 8 Form Entry secondary school in Didcot North East	-1	5	5	8	1	18	16	34
	IF6	OIP4: Gateway to the UK Space Sector, Harwell	-1	3	2	9	0	13	10	23
	IF6	OIP5: Disruptive Innovation in Space Centre, Harwell	-1	3	2	8	0	12	4	16
	IF6	OIP22: Facility for Industrial Scale-Up Support, Harwell	-1	3	2	8	0	12	4	16
	IF6	OIP31: Howbery Park Centre of Excellence in Climate Change	2	3	2	7	0	14	4	18
	IF7	SO140: Didcot North East Nature park and Green Infrastructure Corridor	5	7	5	4	0	21	12	33
	IF10	VoWH192: New GP surgery at Great Western Park in Didcot	0	7	4	5	0	16	16	32
	IF10	SO216: New or expanded GP premises to serve Wallingford	0	6	3	4	0	13	12	25
	IF10	SO217: Expansion of Woodlands Medical Centre	0	6	2	4	0	12	9	21
	IF10	S059: New GP Surgery at Valley Park	0	7	3	5	0	15	16	31
8. Wantage & Grove	IF2	VoWH41: Grove Northern Link Road Missing Link	-1	1	4	5	2	11	14	25
	IF4	VoWH72: New Primary School serving NW Grove Development	0	3	5	7	1	16	10	26
	IF10	VoWH190: New GP Surgery at Mably Way in Wantage	0	6	4	5	0	15	10	25
9. Witney	IF1	WO5: 0.5km of improvements to the gas network around Witney	-2	-1	2	4	-1	2	10	12
	IF1	WO6: Gas network reinforcement equivalent to 450M x 250mm in Witney	-2	-1	2	5	-1	3	10	13
	IF2	WO16: Pedestrian Cycle improvements from Curbridge Road along Thorney Leys to Station Lane employment	1	4	2	3	0	10	10	20
	IF2	WO58: East Witney Active Travel Package	1	4	3	3	0	11	10	21
	IF2	WO78: Shores Green Slip Roads on A40	-1	2	2	5	4	12	14	26

OxIS Towns & Surround	Type	Scheme	Needs Based Appraisal						Growth	Overall Score
			Environment	Health	Place-Shaping	Productivity	Connectivity	Total Needs		
	IF2	WO79: Improvements to Bridge Street & Staple Hall junctions including public realm and traffic management	1	5	4	4	0	14	10	24
	IF2	WO80: Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction	0	0	1	4	1	6	14	20
	IF2	WO81: Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys.	0	3	1	3	0	7	10	17
	IF2	WO86: Provision of additional off street public car parking spaces	-1	-1	0	2	1	1	10	11
	IF2	WOG1: Witney Walking and Cycling Package of Improvements	2	6	4	5	2	19	10	29
	IF3	WO98: West End Link Road flood storage area on the flood plain of the River Windrush	5	2	1	6	2	16	7	23
	IF3	WO99: Flood storage upstream of Hailey Road in Witney	5	2	1	4	2	14	10	24
	IF3	WO94: Flood storage upstream and downstream of Crawley	4	2	1	4	2	13	10	23
	IF4	WO106: 2FE Primary school, North Witney	0	4	5	7	1	17	14	31
	IF4	WO110: Improvements and capacity increases to existing primary school provision by approximately 1 form entry in Witney and surrounding area.	0	3	3	7	1	14	14	28
	IF4	WO114: Secondary school additional provision (Either Expansion of Woodgreen School and/or Henry Box School)	0	5	5	7	1	18	14	32
	IF4	WO119: New adult learning centre	0	1	4	9	0	14	10	24
	IF8	WO157: Witney Arts Centre	0	2	7	5	0	14	7	21
	IF9	WO171: Additional outdoor playing pitch provision and changing facilities in Witney	0	5	4	5	0	14	10	24
	IF9	WO173: Replacement of Windrush Leisure Centre	-1	7	5	4	0	15	10	25

6.3. Scheme Appraisal: Local Schemes – OxIS Rural Communities

OxIS Rural Community	Type	Scheme	Needs Based Appraisal					Growth	Overall Score	
			Environment	Health	Place Shaping	Productivity	Connectivity			Total Needs
10. Berinsfield	IF2	SO62: New access on to A4074 from Berinsfield allocation	-2	0	3	5	3	9	12	21
	IF2	SO64: Berinsfield Roundabout (A4074 / A415) Junction Upgrade	-1	1	2	4	3	9	12	21
	IF4	SO102: Primary School capacity Increases including at least one new school	0	3	4	8	1	16	12	28
	IF8	SO168: Upgrade of Abbey Sports Centre & Library to accommodate new community facilities in a 'community hub'	0	6	7	6	0	19	8	27
	IF10	SO208: GP Provision at Berinsfield	0	6	3	5	0	14	12	26
11. Chalgrove	IF2	SO65: Stadhampton & Chiselhampton Bypass: Associated with Chalgrove connecting with the B480	-3	1	4	4	3	9	12	21
	IF2	SO66: Cuxham Bypass connecting with the B480	-2	1	4	4	2	9	12	21
	IF4	SO106: Two x 2 Form Entry primary schools at Chalgrove	-1	4	5	8	1	17	12	29
	IF4	SO116: One new consolidated 1,500 place secondary school	-1	3	5	8	1	16	12	28
	IF10	SO209: New GP surgery in the Chalgrove area	1	6	5	5	1	18	12	30
12. Eynsham & Long Hanborough	IF2	WO59: Cycle Route between Eynsham and Hanborough Station and other bridleway upgrades	1	6	6	5	1	19	9	28
	IF2	WO60: Saltcross Garden Village crossings over A40	1	3	4	5	0	13	12	25
	IF2	WOG3: Eynsham Active Travel Improvement Package	1	3	2	4	1	11	12	23
	IF4	WO105: New 1.5FE Primary School, West Eynsham	0	4	6	7	1	18	16	34
	IF4	WO107: Up to 2 x 2FE Primary schools (including nursery), to serve Saltcross Garden Village	-1	4	6	8	1	18	16	34
	IF4	WO116: New secondary school or split-site expansion of Bartholomew School	-1	3	6	8	1	17	16	33
13. Grenoble Road & Northfield	IF4	S109: One new 3-form-entry primary school at Grenoble Road	-1	5	6	8	1	19	14	33
	IF4	SO112: Three Form Entry Primary School at Northfield (including early years)	-1	4	6	8	1	18	14	32
	IF4	SO117: A 1,500 place secondary school at Grenoble Road	-1	5	6	8	1	19	14	33
14. South Cherwell area & Woodstock	IF2	C41: Pedestrianisation of part of Kidlington High Street	2	5	5	5	1	18	12	30
	IF2	C47: Public realm improvements on the A4260 between Benmead Road & Yarnton Road	1	4	4	4	1	14	12	26
	IF2	C50: Sandy Lane – pedestrian and cycle new link over railway	1	4	5	5	1	16	16	32
	IF2	C58: Upgrade existing footbridge over the railway linking to Northern Gateway	1	4	2	4	1	12	16	28
	IF2	C62: Cycle and pedestrian improvements along Langford Lane	1	4	4	5	1	15	16	31
	IF2	C84: Bus priority and bus stop improvements along the A4260 / A4165	4	5	4	7	4	24	16	40
	IF2	C89: Expansion of Oxford Parkway P&R (approx. 1,000 spaces)	1	5	2	5	2	15	12	27
	IF4	WO113: Capacity increases at existing primary schools in Woodstock, Eynsham, Enstone and Stanton Harcourt / Sutton	0	3	3	7	1	14	16	30
	IF4	WO117: Extensions to Marlborough School, Woodstock	0	3	5	6	1	15	12	27
	IF4	C160: Primary School 2FE at Land East of Oxford Road	0	3	4	7	1	15	16	31
	IF4	C161: Additional permanent accommodation at Edward Field Primary School	0	3	3	7	1	14	16	30
	IF4	C162: Primary School 3FE at Land East of the A44	-1	3	4	7	1	14	16	30
	IF4	C163: Primary School 2FE at Land East of the A44	0	3	4	7	1	15	16	31
	IF4	C164: Enhancements to William Fletcher Primary School including additional playing field land and expansion by 0.5 FE	0	5	3	7	1	16	16	32
	IF4	C165: Secondary school (1100- place) at Land East of the A44	-1	5	5	8	1	18	16	34

OxIS Rural Community	Type	Scheme	Needs Based Appraisal						Growth	Overall Score
			Environment	Health	Place Shaping	Productivity	Connectivity	Total Needs		
	IF7	C231: Nature conservation area incorporating community orchard and with potential to link to and extend Stratfield Brake DWS	5	6	4	3	0	18	9	27
	IF7	C234: Nature conservation area on land to the east of the railway line and north of Sandy Lane	5	6	4	4	0	19	12	31
	IF7	C236: New community woodland to the east of Dolton Lane	5	6	4	4	0	19	12	31
	IF7	C250: Local Nature Reserve based on Rowel Brook at Land East of the A44	5	6	4	4	0	19	12	31
	IF7	C216: Measures for the protection and enhancement of the Oxford Canal corridor and towpath including habitat restoration	4	5	3	4	1	17	12	29
	IF7	C235: Local Nature Reserve at Land West of Yarnton	4	4	2	4	0	14	12	26
	IF7	C251: Local Nature Reserve on Frogwelldown Lane	4	4	2	4	0	14	12	26
	IF9	WO167: Outdoor floodlit training area and/or ATP, Woodstock	0	6	4	3	0	13	9	22
	IF9	C275: Development of Kidlington Leisure Centre, including focus on additional learner pool provision	0	6	4	3	0	13	9	22
	IF9	C292: Formal sport pitches provision at Land South East of Kidlington	0	5	4	4	0	13	12	25
	IF9	C293: Sports hall at new Secondary School for shared community use	0	5	4	4	0	13	12	25
	IF9	C294: Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre	0	6	4	4	0	14	12	26
	IF9	C291: Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G	0	5	4	4	0	13	12	25
	IF10	WO176: Relocation of GP practices in Woodstock	0	5	2	4	0	11	12	23
	IF10	C311: New or expanded GP premises in Kidlington area	0	5	2	5	0	12	16	28
15. Upper Heyford	IF4	C159: Expansion of Heyford Park School plus equivalent of a new 1 - 1.5 FE primary school	0	3	5	7	1	16	12	28
16. Faringdon & Shrivenham	IF2	VoWH25: Signalised Junction Improvements at the A420 / Cowell Road Junction	0	1	1	4	2	8	10	18
	IF4	VoWH74: New Primary School facilities on Land south of Park Road, Faringdon	0	3	4	8	1	16	10	26
	IF4	VoWH75: 1FE primary school at North Shrivenham	0	3	4	6	1	14	10	24
	IF10	VoWH187: Expansion of Faringdon GP Surgery	0	5	2	4	0	11	6	17
17. Bayswater Brook	IF4	SO111: New 1.5 FE Primary School at Bayswater Brook site (including early years)	0	4	6	8	1	19	10	29
	IF10	SO214: Expansion / reconfiguration of Morland House Surgery	0	5	2	4	0	11	10	21

7. OxIS Stage 1 Scheme Funding & Deliverability

Based on our collation of Strategic Infrastructure Schemes, to date, there is set to be a considerable funding gap, in OxIS Stage 1 to 2040. However, Identifying and prioritising strategic infrastructure requirements is just part of the challenge, with the securing of adequate funding often providing the greatest risk to its delivery.

This section will cover some of the traditional routes to funding, an update on the funding opportunities identified in OxIS-17 and highlight emerging and new funding opportunities available for OxIS Stage 1. COVID-19 has significantly restricted the revenue streams available within the public sector, and within this report alternative opportunities available to the public sector have been identified to generate revenues that could contribute to the capital funding requirement.

This section covers the current, known and emerging funding opportunities, however in the period to 2040 it must be acknowledged that both the resulting impact of COVID-19 and the increased political pressure to reach Net Zero by 2050 are known factors that will impact funding opportunities. Further to this, the requirement for resilience and diversity of funding opportunities continues to be of value to reduce risk.

7.1. The Funding Gap

The total cost of the infrastructure schemes included within OxIS Stage 1 for appraisal to 2040 is £10.1 billion. Known funding for these projects currently stands at £77 million, with a further £2.9bn anticipated to be met by the private sector, resulting in a funding requirement of £6.4 billion.

It is recognised that the strategic infrastructure schemes included within OxIS are reflective of the infrastructure types that are the responsibility of the key stakeholders and providers for Oxfordshire, and as such the funding requirement does not reflect the significant private sector funding that will be made in some sectors such as for energy and digital infrastructure. Even within the sectors that the county will provide infrastructure, the source of funding for some of these infrastructure projects will come from the private sector where there is a commercial opportunity.

It should also be noted that the funding requirements and gaps identified in this report are reflective of the infrastructure schemes that have been available to be assessed for OxIS Stage 1, and that where further infrastructure schemes are developed to meet needs gaps, additional funding will be required.

Known funding figures have only been included in the summary where they are certain, and as such, there are potential, unallocated, funding pots that could also contribute to these infrastructure projects that have not been included due to their current uncertainty, such as Section 106 funds or competitive bidding funds. For example, of the schemes assessed in OxIS Stage 1 to 2040, 44% of the infrastructure schemes have noted an expectation to be funded, or part-funded through Section 106 or Community Infrastructure Levy funds.

Further to this, funding policy and opportunities have been constantly transforming over the last year as the country adapts to COVID-19 and reacting to the wider impact on society and business, looking to strengthen the economy through a focus on sustainable infrastructure that will increase resilience.

7.1.1. Since 2017

A key positive is that, since the publication of the previous OxIS-17, there has been the release of the UK Government's National Infrastructure Strategy (November 2020) which outlines an increase in the level of central Government funding with a particular focus on economic infrastructure, levelling up the UK and decarbonising the economy. It is hoped that this commitment will alleviate some previous funding gaps.

One of the key outcomes of OxIS-17 was the ability to secure significant funding for infrastructure, particularly for projects funded by the Growth Deal and the Housing Infrastructure Fund. A key learning from OxIS-17 was the ability for a well-defined infrastructure strategy and needs identification to support closing the funding gap through a demonstratable growth and needs case for each infrastructure project as documented by the multi-criteria assessment. The OxIS Stage 1 report has aimed to address this.

7.2.Funding Responsibility & Streams by Infrastructure Type

The responsibility for constructing and maintaining Oxfordshire's infrastructure falls upon a diverse group of public and private bodies, supported by a diverse array of funding streams.

Infrastructure Type	Sub-Category	Responsible for Building	Current Funding Streams
IF1: Energy	IF1A: District Heating Network	OCC, Councils, private energy/heat providers	Heat Network Delivery Unit, Private operator investment
	IF1B: Energy Transmission Network	National Grid, SSEN	Private energy provider investment
	IF1C: Gas Distribution Network	National Grid, SGN	Private energy provider investment
IF2: Transport	IF2A: Active Travel	OCC, Councils	Local authority, DfT, OxLEP
	IF2B: Bus, Coach & Rapid Transit	Bus companies	Customer fares
	IF2C: Rail	Network Rail	Allocated funding under Control P6
	IF2D: Road	National Highways, OCC	National Highways, local authority, DfT
	IF2E: Traffic Management	OCC, Councils	Local authority
	IF2F: Electric or Hydrogen Vehicle Charging Infrastructure	OCC, Private Companies, Social Enterprises	Local authority, private investment
	IF2G: Aviation	Private companies	Private investment.
IF3: Flood Alleviation	IF3A: Flood Alleviation	OCC, Environment Agency, District Councils	UK Government , Thames Water
	IF3B: Sustainable Drainage	OCC, Environment Agency, Thames Water	UK Government, Thames Water
IF4: Education	IF4A: Early Years Education Facilities	OCC, private providers	DfE/ESFA, private investment
	IF4B: Primary Schools	OCC, private schools	
	IF4C: Secondary Schools	OCC, private schools	
	IF4D: Higher Education Facilities	OCC, colleges, private schools	
	IF4E: Special Education Needs Schools	OCC, private schools	
IF5: Digital Connectivity	IF5A: Superfast Broadband Network	OCC, Councils, private operators	UK Government, private investment
	IF5B: Cellular Towers & Networks	Private operators	
IF6: Innovation	IF6A: Innovation Hubs / Labs	Private & social enterprises, universities	Local authority, private investment
IF7: Green & Blue Infrastructure	IF7A: Green Infrastructure	OCC, Councils, Environment Agency, Private Landowners, other LAs, Water Utilities, NGO's.	Local authority, Environment Agency, Water Utilities, Private Investment, Competitive/Grant Funding
	IF7B: Blue Infrastructure		
IF8: Community & Cultural	IF8A: Museums, Tourist Attractions & Public Art	OCC, Councils, private companies	Local authority, private investment
	IF8B: Cemeteries & Crematoriums	OCC, Councils, Religious organisations	Local authority, religious organisations
	IF8C: Points of Interest	OCC, Councils, private companies	Local authority, private investment
	IF8D: Large Community Hubs	OCC, Councils	Local authority
IF9: Sport & Leisure	IF9A: Indoor Sport Facilities	OCC, Councils, private companies	Local authority, private investment
	IF9B: Outdoor Sport Facilities		
IF10: Primary Healthcare & Adult Social Care	IF10A: Health Centres	OCCG, NHS Hospital Trusts, NHS England, NHS Property Services, Community Health Partnerships	NHS England, competitive funds
	IF10B: Community Hospitals	OCC, private providers	
IF11: Waste & Recycling	IF11A: Waste Processing Facilities	OCC, District Councils	Local authority, private investment
IF12: Water Supply	IF12A: Wastewater Treatment Plants	Thames Water	OFWAT (Customer charges)
	IF12B: Potable Water Supply		
IF13: Emergency Services	IF13A: Fire Stations	Oxfordshire Fire & Rescue Services	Central Government, council tax allocation
	IF13B: Police Stations	Thames Valley Police	
	IF13C: Ambulance Depots	South Central Ambulance Service NHS Trust	NHS England

7.3. New & Emerging Funding Streams

The below fifteen funding sources (see Section 8.4 of the OxIS Stage 1 Technical Report) provide a breadth (community, productivity, land, homes, environmental, transport & innovation) of additional opportunities to fund new infrastructure.

UK Infrastructure Bank	The Community Ownership Fund	Future High Streets Fund	Getting Building Fund	Green Recovery Challenge Fund
National Home Building Fund	The Levelling Up Fund	Brownfield Land Release Fund	National Home Building Fund	Zero Emission Bus Regional Areas Scheme
Bus Back Better	Other Innovation Funding	UK Shared Propensity Fund	Green Homes Grant	Home Upgrade Grant

Borrowing opportunities are also outlined in the OxIS Stage 1 Technical Report including Bonds, Public Works Loan Board, tax increment financing and business rate retention schemes.

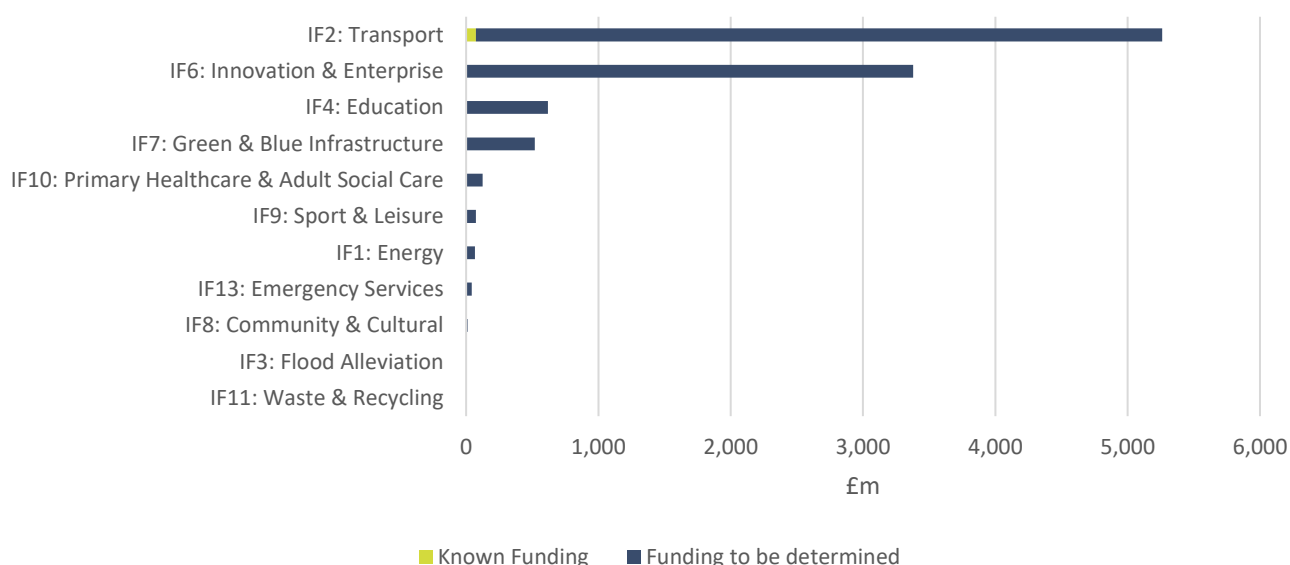
7.4. Current Scheme Funding

The funding gap has been broken down by infrastructure type outlining the significant funding gap in relation to Transport, Innovation & Enterprise and Education.

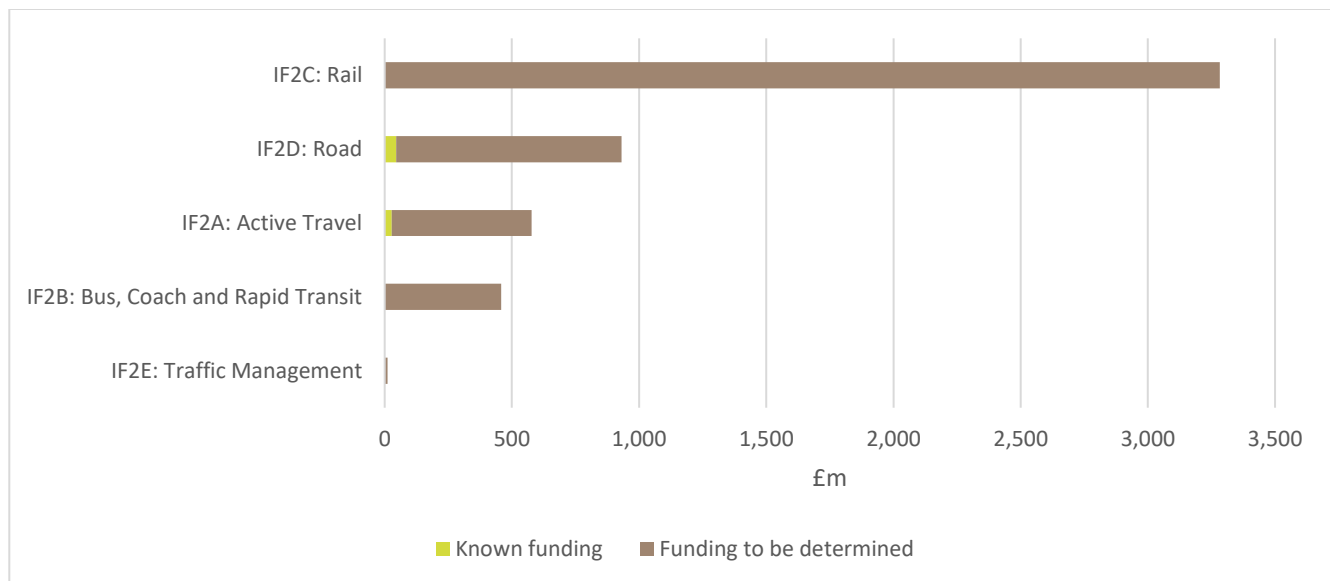
In some areas of infrastructure, such as Energy and Digital, the development of schemes is fully managed by the private sector. Where this is the case, it can obscure the visibility of both the funding need and the funding commitment. The result of this is that, in some cases funding for specific infrastructure will appear low if considered without the wider context. A good example of this is Digital – there is an expectation that full fibre in urban areas will be fully funded commercially by the private sector.

Innovation & Enterprise shows a public sector funding gap of just 14% (£475m), the remaining funding requirement has been designated as private sector funding. The security of the private sector contributions has not been assessed and it therefore not yet guaranteed. This level of private sector and commercial investment is not reflected in other infrastructure types due to commercial sensitivities.

Commercial sensitivities also limit the degree to which schemes have been listed. The below therefore shows no funding need for IF5 and no funding committed. This is clearly not the case.



As shown below, rail represents the largest funding requirement for transport infrastructure schemes, hence rail representing half of the 10 largest schemes. Transport funding will primarily be sourced from Central Government and the DfT. DfT Capital expenditure for the South East (incorporating Oxfordshire) has averaged £2.1bn per annum over 2015-2019. In the year 2019/20 this expenditure increased by 31% to £3bn.



The 10 largest schemes appraised in OxIS make up 63% of the funding requirement. These schemes are Transport (mostly rail) and Innovation & Enterprise.

Scheme	Infrastructure Type	Total Cost Estimate	Private Sector Estimate	Public Sector Estimate
OIP20: West's End Global Innovation District	IF6A: Innovation Hubs / Labs	£1.53bn	£1.48bn	£46m
ORC6: Grade Separation of Didcot East Rail Junction	IF2C: Rail	£1.3bn		£1.6bn
OIP8: Locate Oxford Global Innovation Campus	IF6A: Innovation Hubs / Labs	£1.3bn	£1.2bn	£90m
ORC1: Oxford Station Additional Through Platform & Associated Line Capacity Upgrades	IF2C: Rail	£675m		£675m
VoWH106: Restoration of the Wilts and Berks Canal from Melksham to Swindon, Wantage/Grove and Abingdon	IF7A: Green Infrastructure	£500m		£500m
ORC14: Grove – rail line loop extension and additional crossovers	IF2C: Rail	£304m		£304m
OIP1: The Energy Systems Accelerator	IF6A: Innovation Hubs / Labs	£172m	£76m	£96m
OC31: Eastern Bypass A423 / A3133 Kennington to Cowley Bus Priority Improvement Scheme	IF2D: Road	£158m		£158m
ORC15: Oxford North Rail Junction – additional line bypassing junction on Up side	IF2C: Rail	£142m		£142m
ORC8: Didcot Goods Line upgrade & line extension to Milton Junction	IF2C: Rail	£140m		£140m

Of the schemes assessed, 44% of the schemes expect to derive some, or all, of their funding from developer contributions (Either Section 106 or Community Infrastructure Levy, see Section 8.3 of the Technical Report). However, in real terms, this represents just 15% of the funding requirement with the total cost of these schemes totalling £1.5bn. As at 31/03/2020, Oxfordshire released a Section 106 Infrastructure Funding Statement identifying secured funding totalling £257m (OCC, 2020). Community Infrastructure Levy charges remain with the district councils, as at 31/03/2020 only three of the five district councils had formally adopted Community Infrastructure Levy policies, and the summary of their funds is provided in the OxIS Stage 1 Technical Report.

7.5. Funding Summary

Whilst this analysis highlights the funding gaps for known infrastructure schemes, the below looks to provide an indication of funding availability where there are scheme deficits across the core OxIS Infrastructure Types.

An example of this will be for Environmental Schemes, where there have been insufficient schemes proposed to meet the needs of Oxfordshire to 2040, but where specific funding is available to meet that criteria have been identified, for many infrastructure types. Using this knowledge, schemes can be built and proposed that can target the funding opportunity whilst addressing the needs of the county.

	IF1: Energy	IF2: Transport	IF3: Flood Alleviation	IF4: Education	IF5: Digital	IF6: Innovation	IF7: Green & Blue	IF8: Cultural	IF9: Sport and Leisure	IF10: Healthcare	IF11: Waste and recycling	IF12: Water and Wastewater	IF13: Emergency Services
Basic Need Central Government Grant Scheme				✓									
Priority School Building Programme				✓									
Section 106 agreements		✓		✓				✓	✓	✓			
Community Infrastructure Levy		✓		✓				✓	✓	✓			
Health Infrastructure Plan 3										✓			
UK Infrastructure bank	✓	✓					✓						
Innovation funding	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
The Community Ownership Fund						✓		✓	✓				
Future High Streets Fund		✓				✓		✓					
Getting Building Fund	✓				✓	✓		✓					
Green Recovery Challenge							✓	✓					
The Levelling Up Fund		✓			✓	✓		✓					
Brownfield Land Release Fund						✓							
Home Building Fund						✓							
UK Shared Prosperity Fund		✓		✓	✓	✓	✓	✓	✓				
Zero Emission Bus Regional Areas Scheme		✓											
Landscape Recovery							✓						
National Lottery Community Fund	✓	✓	✓	✓		✓	✓	✓	✓	✓			
DfT Rail Network Enhancements		✓											
Bonds	✓			✓	✓	✓		✓	✓	✓			✓
Public Works Loans Board	✓			✓	✓	✓		✓	✓	✓			✓
Tax Increment Financing	✓			✓	✓	✓		✓	✓	✓			✓
Business Rate Retention	✓			✓	✓	✓		✓	✓	✓			✓
Propensity for Private Sector Funding	✓				✓	✓		✓	✓		✓	✓	

8. Conclusions

As outlined throughout this OxIS Stage 1 Report, Oxfordshire has many needs to be addressed by strategic infrastructure, over the period to 2040. Although there are many schemes identified from a variety of sources (e.g. District IDPs & Funding Statements, District Local Plans, Oxfordshire Local Transport Plan 4 (Area & Corridor Strategies), Oxford Local Cycling & Walking Infrastructure Plan, Oxfordshire Rail Corridor Study, Thames Water Resource Management Plan, Oxfordshire Investment Plan, OCCG Primary Care Estates Strategy), there are many needs not addressed.

This is particularly relevant for the Environment Need, where many of the IDPs (for example) were developed prior to each Councils' declaration of a Climate Emergency.

Although similar to OxIS-17, there remains a funding gap, as outlined within Section 8 of the OxIS Stage 1 Technical Report, there are a number of avenues to address this. The gap is not as stark as in 2017.

Additionally, the OxIS needs have been specifically aligned with central government policy to ensure access to key funding opportunities. This is notwithstanding of the private sectors role in supporting delivery of strategic infrastructure in some sectors (e.g. Energy and Digital).

8.1. Next Steps on OxIS Stage 2 to 2050

This Report will be followed by an **OxIS Stage 2 Report**, which plans to:

- Consider strategic infrastructure required to meet Oxfordshire's needs to 2050
- Form a core part of the evidence base underpinning the Oxfordshire Plan 2050
- Align with Regulation 19 of the Oxfordshire Plan 2050 consultation
- Apply a broadly similar appraisal approach adopted in the Stage 1 Report
- Identify and rank new strategic infrastructure requirements emerging from the Oxfordshire Plan 2050 growth options
- Reflect outcomes of the Oxfordshire Plan 2050 consultation process

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

**CABINET
15 February 2022**

**Executive Response to the
Burford Experimental Weight Limit – Call In
Recommendations of the
Place Overview and Scrutiny Committee 2 February 2022.**

Report by Director of Law and Governance

RECOMMENDATION

The Cabinet is RECOMMENDED to:-

- a) Receive the referral made by the Place Overview & Scrutiny Committee following its consideration of a call-in request made on the 2 February 2022 on the decision regarding the Burford Experimental Weight Limit**
- b) Reconsider the original decision taken by the Cabinet Member for Travel and Development Strategy, in light of the concerns raised by the Place Overview & Scrutiny Committee as listed in paragraph 5 of this report**

Executive Summary

1. The purpose of this report is to present the scrutiny recommendations of the Place Overview and Scrutiny Committee made at its meeting on 2nd February 2022 for the Cabinet to agree a response.
2. On 10 January 2022 a delegated decision taken by the Cabinet Member for Travel Development and Strategy on the *Burford Experimental Weight Limit* was called in for review by the Council's Overview and Scrutiny Committees in accordance with Paragraph 19c, Part 6.2 Overview and Scrutiny Procedure Rules of the Oxfordshire County Council Constitution, by 14 Members of the Council.
3. This decision was then referred to the Place Overview and Scrutiny Committee for review. At its meeting on 2nd February 2022, the Committee considered the issue and considered whether or not to refer the matter back to the decision maker for reconsideration setting out in writing the nature of its concerns, or the Cabinet for with any recommendations, (or to full Council where appropriate), or after scrutiny of the decision, to take no further action.

4. The Scrutiny Committee reviewed the Cabinet Member Decision called in with reference to the Principles of Decision making set out set out in Part 2, Article 14, Paragraph 2 of the Council Constitution.
5. Noting the Principles of Decision Making (d) a presumption in favour of openness; and (e) clarity of aims and desired outcomes; as relevant to the importance of clarity of the evidence base data used to determine the Cabinet Member Decision in this case, at the end of its consideration of this issue, the scrutiny committee resolved:

That the Burford Experimental Weight Limit Delegated Decision made by the Cabinet Member for Travel and Development Strategy on Wednesday 5 January 2022, be referred to Cabinet for consideration, recommending that greater clarity be provided on the evidence base upon which the decision was made.

6. The matter is now referred to the Cabinet for consideration and Executive Response.

Burford Experimental Weight Limit Decision

7. The Place Overview and Scrutiny Committee considered a Call In of the Burford Experimental Weight Limit Decision made by the Cabinet Member for Travel and Development Strategy on Wednesday 5 January 2022. The Decision Notice is attached at Appendix 1 to this report.
8. The Cabinet Member resolved to:
 - a) APPROVE officers to consider the costs and benefits of developing area wide restrictions across Oxfordshire including close working with neighbouring authorities, as part of the county wide freight strategy, as soon as practicable. Noting any future approval of area wide weight restrictions would likely see existing environmental weight restrictions revoked subject to consultation, and
 - b) REVOKE the Burford Experimental Traffic Regulation Order of 7.5t weight restriction. Therefore, not making a permanent order.
9. In making this decision the Cabinet Member decided not to approve the Burford Traffic Regulation Order of 7.5t weight restriction with associated Permit Scheme.
10. The Cabinet Member report attached at Appendix 2 details the impact of the Burford Experimental Traffic Regulation Order (ETRO), which placed a 7.5t weight restriction on roads within Burford including the A361. The report states that although the scheme has brought benefits to Burford and neighbouring areas, the consultation has highlighted the impact of the dispersal of rerouting Heavy Goods Vehicle (HGV) traffic on other communities and that an areawide weight restriction is likely to remedy many of the issues but will take some time to implement.

Call In Procedure

11. The following is a summary of the Call In procedure which is set out in section 19, Part 6.2 of the Council's Constitution.

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

Financial Implications

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

Prem Salhan – Interim Finance Business Partner – CODR & CDAI
7th February 2022

Legal Implications

20. As the Burford ETRO has now expired, if Cabinet consider a weight restriction at A361 Burford should be implemented, a new Traffic Regulation Order would need to be promoted. Any Traffic Regulation order will be subject to formal consultation, and should objections be received, this will require a decision.
21. The Call In procedure outlined in this report is in accordance with Part 6.2 Overview and Scrutiny Procedure Rules, Oxfordshire County Council Constitution.
22. Section 9F, Part 2 of the Local Government Act 2000, *overview and scrutiny committees: functions*, requires that Executive Arrangements by a local authority must ensure that its overview and scrutiny committees have the power to make reports or recommendations to the authority or the executive with respect to the discharge of any functions which are or are not the responsibility of the executive, or on matters which affect the authority's area or the inhabitants of that area.
23. Section 9Fe, *duty of authority or executive to respond to overview and scrutiny committee*, requires that the authority or executive;-
 - (a) consider the report or recommendations,
 - (b) respond to the overview and scrutiny committee indicating what (if any) action the authority, or the executive, proposes to take,
 - (c) if the overview and scrutiny committee has published the report or recommendations, publish the response, within two months beginning with the date on which the authority or executive received the report or recommendations.

Reviewed by:
Jennifer Crouch, Principal Solicitor (Legal)
7th February 2022

ANITA BRADLEY
Director of Law and Governance

Annex:

Appendix 1 –The Decisions Notice, (the Burford Experimental Weight Limit)
Delegated Decisions by Cabinet Member for Travel and Development Strategy -
Wednesday 5th January 2022.

Appendix 2 – Cabinet Member report; the Burford Experimental Traffic Regulation
Order (ETRO),

Background papers:

Report on the Burford Experimental Weight Limit – Call In of Decision, report by
Director of Law and Governance to the Place Overview and Scrutiny Committee 2nd
February 2022.

<https://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=1173&MId=6773>

CA9

Decisions of the Place Overview and Scrutiny Committee 2nd February 2022 [Place Overview & Scrutiny Committee on Wednesday, 2 February 2022, 10.00 am \(oxfordshire.gov.uk\)](#)

7th February 2022

Contact Officer: Michael Carr, Interim Scrutiny Officer

E: Michael.carr@oxfordshire.gov.uk

February 2022

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

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

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

List published 6 January 2022

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

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

...Decisions...Decisions...

...Decisions...Decisions...

...Decisions...Decisions...

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

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

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

CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY

5 January 2022

Burford Experimental Traffic Regulation Order 7.5t Weight Restriction

Report by Corporate Director of Environment and Place

RECOMMENDATION

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

Executive Summary

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

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

Exempt Information

3. None

Burford ETRO Evaluation

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

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

Consultations and Representations

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

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

12. The main points included:

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

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

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

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

Permit scheme

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

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

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

County Wide Approach to Weight Restrictions

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

Corporate Policies and Priorities

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

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

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

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

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

Financial Implications

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

- **Signage Removal** - £19,695.

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

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

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

Legal Implications

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

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

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

Staff Implications

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

Sustainability Implications

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

BILL COTTON

Corporate Director of Environment and Place

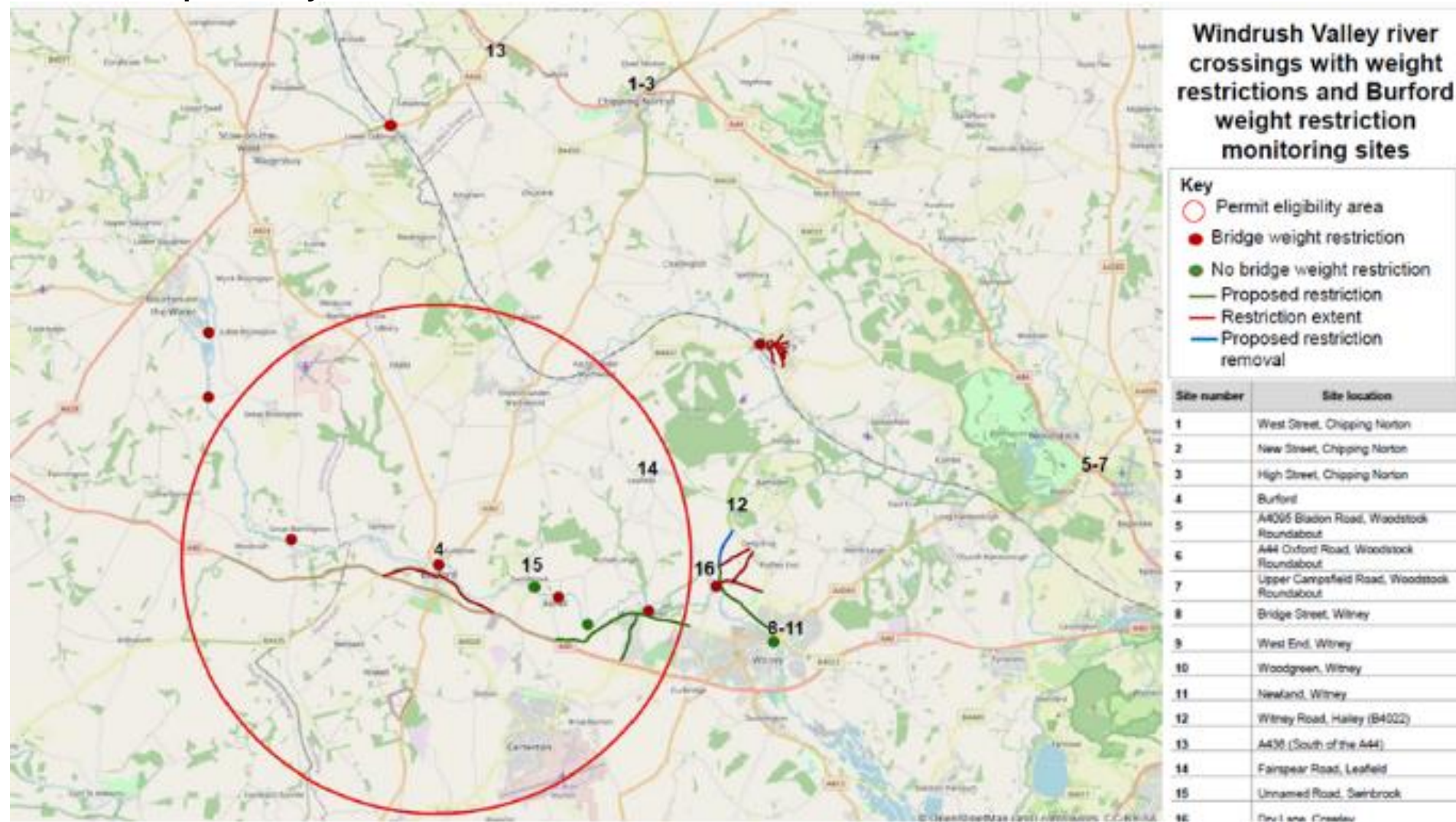
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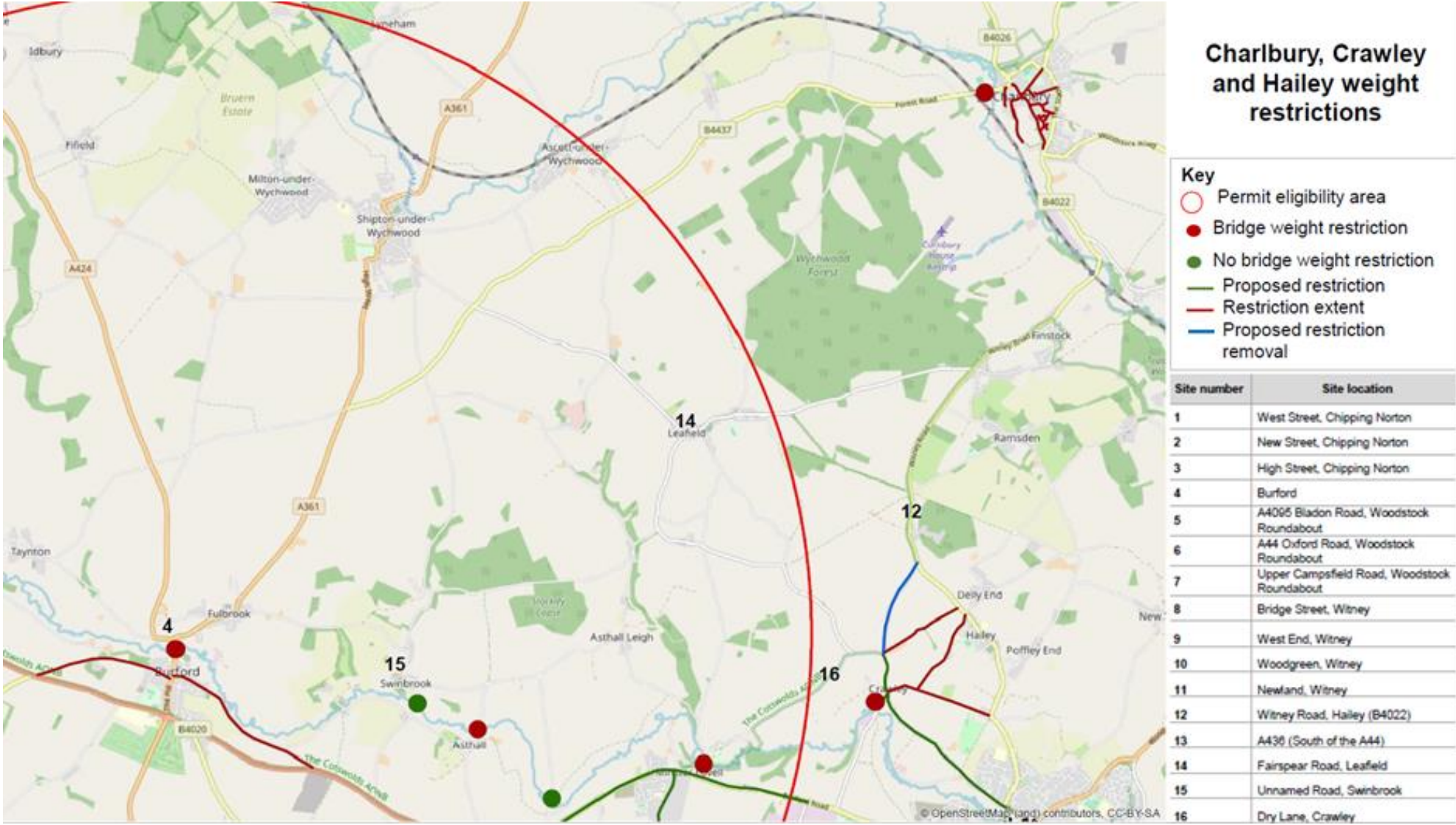
[Annex A: Map of Study Area](#)
[Annex B: Representations received since July 2021](#)
[Annex C: Permit Scheme Area](#)
[Annex D: ECIA](#)

Background papers:	NIL
Other Documents:	Burford Weight Limit – REVISED Background Paper
Contact Officer:	Jacqui Cox Cherwell & West Locality Lead 07919 298304 Jacqui.Cox@oxfordshire.gov.uk Odele Parsons, Senior Transport Planner, Environment and Place, 07974 002860, Odele.parsons@oxfordshire.gov.uk

December 2021

Annex A: Map of Study Area





Annex B: Representations received since July 2021

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

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

			<ul style="list-style-type: none"> • To summarise the data, the HGV volumes across the 6 geographic locations in GCC have increased between 1% – 45%, resulting in an average increase of 20%. This far surpasses the average countywide HGV volume statistics set out above for both 2020 and 2021. • Significant increase in articulated lorry traffic through Moreton-in-Marsh along the A44 which could be displaced from both the GCC ETRO and the OXCC ETRO. • GCC ETRO – the formal public consultation received 14 comments: <ul style="list-style-type: none"> • 2 were in general support (Stow Town Council and Oddington Parish Council); • 4 objecting (including <u>statutory</u> consultees - Road Haulage Association, Freight Transport Association as well as the Windrush villages and Moreton Town Council); • Approx. 8 responses enquiring about exemption permits for Adlestrop Bridge and advance warning signage. • OXCC ETRO – the formal public consultation received 395 comments: <ul style="list-style-type: none"> • 180 in support (mostly from the Burford/ Fullbrook areas); • 213 objecting (from all other surrounding parishes etc. this also includes an objection from the Road Haulage Association statutory consultee). • Based on the data that GCC have access to, there seems to be a significant increase in HGVs
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			travelling through Moreton in Marsh and the Windrush villages (Gloucestershire) and Witney, Windrush villages, A361 Burford, and A44 Oxford Road (Oxfordshire) since the GCC ETRO and the OXCC ETRO were implemented. GCC has also experienced significant increases in HGV traffic in the vast majority of its outlying villages and towns; this pattern is sustained as GCC continues to collect data.
Council	Bladon Parish Council	Object	<ul style="list-style-type: none"> • We have now had the opportunity to consider the latest traffic count data relating to both Bladon and to Burford from April 2019 to October 2021. We have serious reservations regarding its limitations in giving an accurate reflection of traffic patterns over the course of that whole period on the basis of only three, 5-day, counts, and in any meaningful correlation being drawn between traffic movements in one place with those in another or of meaningful analysis of the data as a whole. • The scheme has not apparently brought about the minimum 50% reduction of HGV traffic in Burford on which its success or otherwise was set to be determined at the outset of the trial. In fact, the data suggests that it has achieved only a 15% reduction in all HGV traffic through Burford. In our respectful submission the trial has failed. • The scheme has not in our view been successful; it has been ineffectual and deleterious in impact, and in all the circumstances we would strongly urge that it be discontinued forthwith.
Organisation	WIVTAG	Object	<ul style="list-style-type: none"> • WiVTAG contends that the Burford ETRO could have been avoided if, by logical application of existing County LTP strategy, the HGV ban proposed by BTC had been

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Business	Chipping Norton (with additional depots in Gloucestershire and Worcestershire)	Object	<ul style="list-style-type: none"> • Currently deliver or collect plant and other equipment to customers in and around Burford two or three times every week • All of the customers that we deliver to and collect from have been with us for a considerable period of time and before the current weight restriction was put on the bridge • The weight restriction on the bridge means that our plant delivery vehicles have to leave Chipping Norton and travel through Charlbury, Finstock, Minster Lovell then onto the A40 to drive to Burford • This increases the return distance travelled from some 11 miles to 22 miles therefore effectively doubling the return journey time from one hour to in the region of two hours • Direct impact on our drivers duty time and means that we may on occasion have to incur additional costs in overtime for the driver • The increased mileage means that our fuel usage for each return journey doubles from approximately 10 litres to 20 litres of diesel • There also the costs associated with the use of consumable items such as tyres, brakes, lubricants etc and general maintenance of vehicles • In addition the use of the non-direct route also increases the number of settlements that our vehicles have to travel through • The fact is that longer journeys mean that more emissions are created and more people are effect by them either directly by inhalation or by the long term effects of global warming • Increases their operational costs and therefore increases the prices of whatever items they are selling into the general population
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			<ul style="list-style-type: none"> • Impact on the customers we are selling to, this does reduce our competitive edge • We do not hold a permit for Burford, as it states that the applicant must have an operating base within Burford. • The situation for us would be eased if vehicles who deliver to Burford on a regular basis were within the criteria and allowed to apply
Individual	Witney	Concern	<ul style="list-style-type: none"> • Very concerned at the large increase in traffic on West End Witney with reference to HGV'S being rerouted through Witney and surrounding villages • West End is a street built without consideration of current traffic flows and comprises many listed buildings • The vibration and air pollution has increased significantly, no consideration seems to have been taken of the fact that the area is an AIR QUALITY MANAGEMENT AREA • The effect of the Highways trial also seems to be at odds with the County Council's own thoughts on possible proposed plans for improving traffic flow on West End and Bridge Street in Witney
Individual	Little Barrington	Object	<ul style="list-style-type: none"> • This not SOLVING a problem, but simply MOVING it • No logic in tackling Burford's traffic problem simply by creating much worse, more widespread, more damaging and dangerous problems elsewhere, by forcing HGVs along minor roads and over tiny bridges that are totally inappropriate for such large vehicles • Since the ETRO in Burford, the village increasingly feels like "Burford by-pass" - but without any of the space, safety and planning required for a real by-pass • The road is barely wide enough for two cars to pass, so HGVs are now relentlessly eroding the edges of our village green, creating potholes, weakening our bridges • It really isn't fair to expect the HGV drivers themselves to cope with navigating these impossible routes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

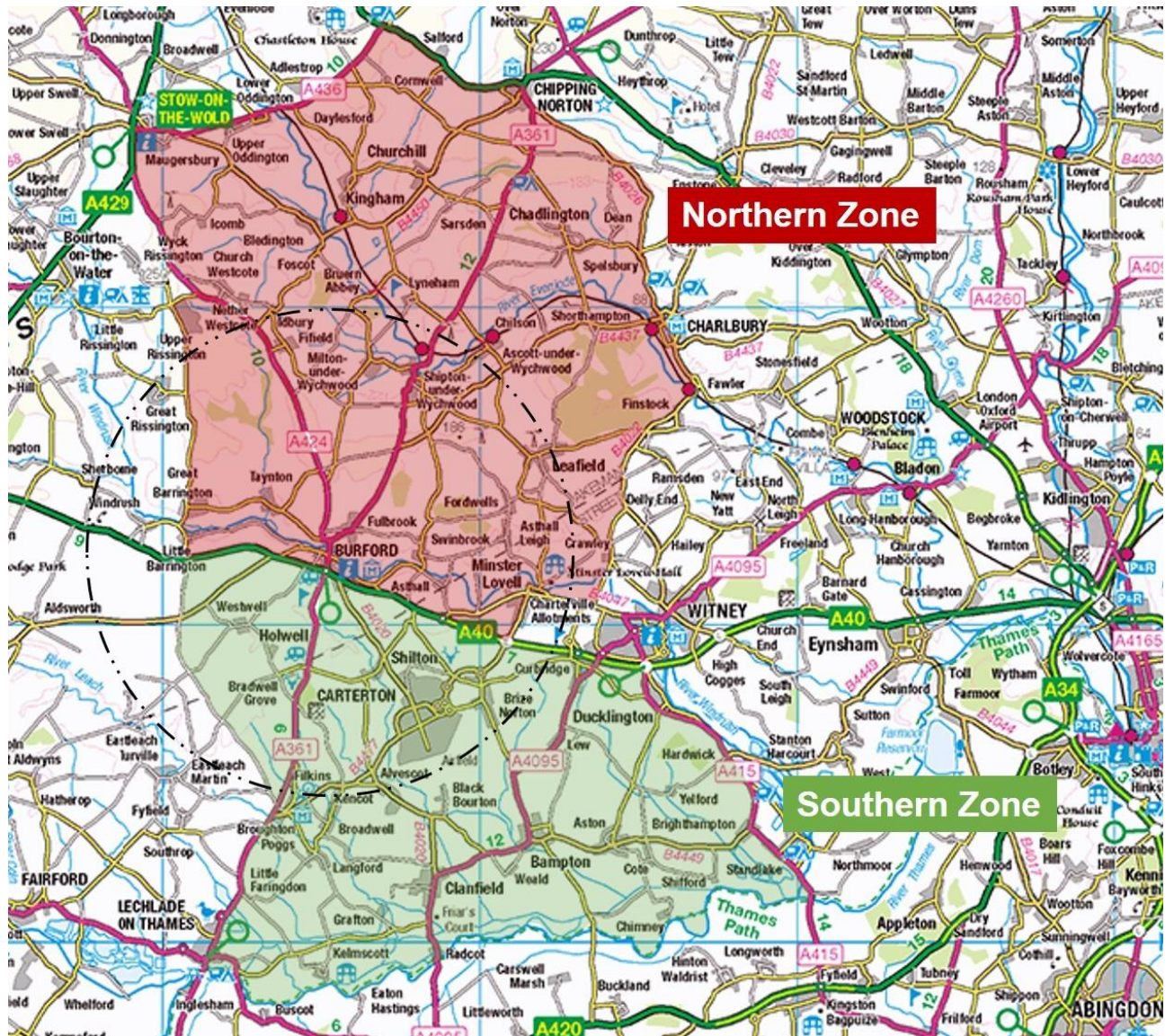
			<ul style="list-style-type: none"> • There are many people walking through the village. This is rather dangerous for them, especially with children, as the road by the bridge is so narrow that these HGV's and indeed some cars, need to mount the pavement in order to pass • Please try to stop the Burford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

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

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

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



Annex D: ECIA

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

Burford Experimental Environmental Weight Restriction

December 2021

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Section 1: Summary details

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

Section 2: Detail of proposal

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

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

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

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

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

Section 3: Impact Assessment - Protected Characteristics

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

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

Section 3: Impact Assessment - Additional Community Impacts

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

Section 3: Impact Assessment - Additional Wider Impacts

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

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

Section 3: Impact Assessment - Climate Change Impacts

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

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

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

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

CMDTDS4

Enable carbon emissions reduction at Burford	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reduction in HGV traffic travelling along the A361 has resulted in an assumed reduction (although not measured) in carbon emissions in the town (as well as noise, vibration, and pollution from moving lorries).	N/A	Natalie Moore (Transport Planner, Oxfordshire County Council), Burford Town Council	Continue to monitor until the end of the experimental period in February 2022 (Completed)
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Section 4: Review

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

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

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Division(s): All

CABINET 15 FEBRUARY 2022

Formal Approval of Early Years Funding Formula 2022/23

Report by Director for Children's Services

Recommendation

1. Cabinet is RECOMMENDED to: -

- a) Pass the funding increase received by Oxfordshire onto providers in full and approve the 2022-23 Early Years funding formula for 3 and 4- year old provision with an underlying hourly rate of £4.35 (excluding the Deprivation supplement, SEN Inclusion Fund and Contingency).
- b) Pass the funding increase received by Oxfordshire onto providers in full and approve the 2022-23 Early Years funding formula for 2- year old provision at an hourly rate of £5.89.

Executive Summary

- 2. The local authority is required to set a funding formula for 2- year old and for 3 and 4 year old provision. The 2022-23 formula proposed is in line with the Department for Education (DfE) national formula introduced in 2017-18.
- 3. The local authority is responsible for making the final decisions on the formula.
- 4. Schools Forum will be consulted on 9 February and the decision from that meeting will be presented to this meeting.

Introduction

- 5. In 2017-18, the Department for Education (DfE) introduced the Early Years National Funding Formula (EYNFF). This sets out the hourly funding rates that each Local Authority (LA) is paid to deliver the universal and additional entitlements for 3 and 4-year olds. There is a separate formula which sets out the hourly funding rates for 2-year-olds. The DfE published the Early Years Entitlements: local authority funding for providers (the Operational Guide) in November 2021 and this sets out the overall framework and expectations on Local Authorities regarding the EYNFF for 2022-23.

CA10

6. The rate of hourly funding received from the DfE to deliver all elements of the formula for 3 and 4 year olds has increased by 17p to £4.70 per hour. The funding received for 2 year olds has increased by 21p to £5.89.

The Early Years Funding Formula

7. The DfE published the updated EYNFF Operational Guide (November 2021), which sets the overall framework and expectations on local authorities regarding the EYNFF.
8. Following consultation with all Early Years providers, an Oxfordshire Early Years Funding formula for 2017-18 was set and the proposed 2022-23 formula follows these principles.
9. The key elements of the formula, meeting DfE requirements, are:
 - a. The formula relates to both the universal 15-hour entitlement for all 3 and four-year-olds and the additional 15 hours for 3 and 4-year-olds of eligible working parents (the 30-hour childcare policy).
 - b. A minimum amount of funding to be passed through to providers –The pass-through requirement is intended to ensure the maximum amount of funding allocated to local authorities by the DfE reaches providers. The pass-through funding level is 95%.
 - c. A local universal base rate for all types of provider – Local Authorities are required to set a universal base rate in their local single funding formulae, meaning there must be a base rate the same for all types of provider. The underlying base rate (excluding the mandatory Deprivation Supplement, SEN Inclusion Fund allocations and Contingency) was set by Oxfordshire at £4.18 in 2021-22 and is proposed at £4.35 in 2022-23.
 - d. A mandatory supplement for Deprivation. LAs have the freedom to choose the appropriate metric for allocating deprivation funding. Following earlier consultation, the method for allocating deprivation funding was agreed as an enhancement on top of the Early Years Pupil Premium (EYPP). The EYPP rate has increased from 53p per hour to 60p. The deprivation supplement was set at 47p per hour, giving a total of £1.07 per hour for 15 hours of attendance. (The 47p supplement also applies to additional hours, although EYPP can only be paid on the universal 15 hours).
 - e. A special educational needs (SEN) inclusion fund. LAs are required to have SEN Inclusion Funds for all three and four-year olds with SEN who are taking up free entitlements. This is to target funding at 3 and 4 year olds with lower level or emerging SEN.
 - f. A contingency fund of £260,000. LAs may hold back a percentage of their allocation in a contingency fund. This is to reduce the risks

CA10

associated with potential overallocation of funding should actual participation rates throughout the year be higher than those funded at the snapshot points of the January censuses. The January censuses determine the funding to the LA and the final position on funding for 2022-23 will not be announced by the DfE until July 2023, after the end of the 2022-23 financial year.

For 2021-22, the number of children eligible for the SEN Inclusion Fund and the deprivation supplement has increased leading to overspends against budget. This is likely to continue into 2022-23 and the contingency budget is earmarked to fund that increased spend. Where the contingency funding is not required to meet actual participation levels, there is the opportunity to consider reallocating this funding back to providers at a later date. If any overallocation exceeds the level of the contingency, any DSG overspend would need to be recouped in future years which could potentially necessitate a future reduction and turbulence to the provider rate.

10. Additional funding streams for eligible 3 and 4- year olds are as follows:
 - a. The disability access fund (DAF) – The DAF was introduced in April 2017 to support disabled children’s access to the entitlements for 3 and 4 year olds. Three- and four-year olds are eligible for the DAF if they are in receipt of child disability living allowance (DLA) and receive free early education. LAs must fund all types of setting providing a place for DAF-eligible children at an annual rate of £800 per eligible child.
 - b. Early Years Pupil Premium (EYPP) – The EYPP gives providers additional funding to support disadvantaged 3 and 4 year old pupils, where their family meets specified criteria/ they are being looked after by a LA or have left care through specified orders. The national rate is 60p per hour per eligible pupil up to a maximum of 570 hours (£342 per year). The Operational Guide indicates that in the “where a child is also eligible for the additional 15 hours for working parents, EYPP is paid on the universal 15 hours only, up to a total of 570 hours in the year”.
 - c. Supplementary funding for maintained nursery schools (MNS). The stated aim of the DfE was to enable local authorities to protect their 2016-17 funding rates for MNS (that is, the rates that existed before the EYNFF). For 2022-23, has been increased by 3.47%. This is the main change in the funding from the 2021-22 financial year.

Proposed Universal Funding Rate for 2022-23

11. The Local Authority is proposing to pass on the full increase in the funding received and will therefore increase the 3 and 4- year old universal funding rate by 17p to £4.35 per hour and the 2- year old rate by 21p to £5.89.

Financial and Staff Implications

12. The report deals with the funding formula for Early Years for 2022-23 and recommends a formula in line with statutory guidance.

The proposed formula for 3 and 4- year olds has been modelled in line with the initial allocation published by the DfE. The key risk remains the level of take-up of hours. Final DSG funding allocations will be based on data from two census dates – 5/12ths on January 2022 and 7/12ths on January 2023 censuses. The funding will not be confirmed until July 2023. There is risk that actual participation varies from these snapshot funding dates.

13. Each year, there is uncertainty around the take-up of the number of hours. If the contingency is exceeded, the overspend will be carried forward and funded from 2023-24 Early Years DSG.

Comments checked by:
Sarah Fogden, Finance Business Partner
Sarah.fogden@oxfordshire.gov.uk

Legal Implications

14. The DfE Early Years National Funding Formula prescribes the way in which early years providers should be financed for the 2022/23 financial year. The purpose of these arrangements is to help secure greater consistency in the way in which funding is distributed to early years providers. The Council must follow the rules issued by DfE within The School and Early Years Finance (England) Regulations.

There are no direct legal implications arising out of this report.

Sukdave Ghuman, Head of Legal Services
Sukdave.Ghuman@oxfordshire.gov.uk

Equalities Implications

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

Kevin Gordon
Director for Children's Services

Contact Officers:

Sarah Fogden, Finance Business Partner
February 2021

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Division(s): N/A

CABINET – 15 FEBRUARY 2022

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Cabinet, 15 March 2022

Topic/Decision	Portfolio/Ref
<p>▪ COVID Progress and Planning Update To review progress and planning for COVID-19 response, recovery and renewal.</p>	Cabinet, 2021/222 - Leader
<p>▪ HIF1 - Amendments to the Grant Determination Agreement To seek approval of the amendment to grant determination agreement (GDA) with Homes England and delegation to officers and to note:</p> <ul style="list-style-type: none"> - progress made and changes to the scheme programme; and - requirement for CPO process to follow GDA changes 	Cabinet, 2021/221 - Cabinet Member for Travel & Development Strategy
<p>▪ 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.</p>	Cabinet, 2021/134 - Cabinet Member for Travel & Development Strategy
<p>▪ West Oxfordshire Civil Parking Enforcement To seek approval on parking management within West Oxfordshire District Council.</p>	Cabinet, 2021/217 - Cabinet Member for Highway Management
<p>▪ Capital Programme Monitoring Report - January 2022 Financial Report on capital spending against budget allocations, including any necessary capital programme approvals.</p>	Cabinet, 2021/183 - Cabinet Member for Finance

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ Workforce Report and Staffing Data - Quarter 3 - October-December 2021 Quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report. 	Cabinet, 2021/162 - Cabinet Member for Corporate Services
<ul style="list-style-type: none"> ▪ Motion from Councillor Middleton at Council on 14 December 2021 To action the Council motion. 	Cabinet, 2022/013 - Cabinet Member for Corporate Services
<ul style="list-style-type: none"> ▪ Strategic Plan 2022-2025 and Outcomes Framework 2022/23 To seek approval of the Strategic Plan 2022-25 and the outcomes framework 2022/23 supporting the Strategic Plan. 	Cabinet, 2022/020 - Cabinet Member for Corporate Services, Cabinet Member for Finance
<ul style="list-style-type: none"> ▪ Community Risk Management Plan (CRMP) 2022-26 - Public Release To seek approval of the document for public release. 	Cabinet, 2021/120 - Cabinet Member for Community Services & Safety
<ul style="list-style-type: none"> ▪ Water Resources - Regional Plan Consultation Response To seek agreement of the content of a response to the consultation draft Water Resources South East Regional Plan. 	Cabinet, 2021/239 - Cabinet Member for Climate Change Delivery & Environment
<ul style="list-style-type: none"> ▪ Oxfordshire Plan 2050: Summary of Consultation To note and comment on the report. 	Cabinet, 2022/019 - Cabinet Member for Travel & Development Strategy
<ul style="list-style-type: none"> ▪ Business Management & Monitoring Report - January 2022 To note and seek agreement of the report. 	Cabinet, 2021/184 - Cabinet Member for Finance

Topic/Decision**Portfolio/Ref**

<ul style="list-style-type: none"> ▪ Proposal for the Lease of Council Owned Land To report back on the public engagement exercise and make a recommendation on whether to commence formal negotiations for the lease of Council owned land. 	Cabinet, 2021/242 - Cabinet Member for Finance
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Cabinet Member for Climate Change Delivery & Environment, 24 March 2022

Topic/Decision**Portfolio/Ref**

<ul style="list-style-type: none"> ▪ Waste and Minerals Authorities Monitoring Report 2019 To seek approval of the Authorities Monitoring Report for 2019. 	Cabinet Member for Climate Change Delivery & Environment, 2021/211
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Cabinet Member for Highway Management, 24 March 2022

Topic/Decision**Portfolio/Ref**

<ul style="list-style-type: none"> ▪ Oxford: First Turn, Wolvercote - Proposed Amendment to Waiting Restrictions and Zebra Crossing Clearway To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/204
<ul style="list-style-type: none"> ▪ Thame: A329 South of A418 Roundabout - Proposed 40mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/206
<ul style="list-style-type: none"> ▪ Bicester: Perimeter Road - Proposed New 40mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/171
<ul style="list-style-type: none"> ▪ Wantage: A417 at Eastern Access to Crab Hill Development - Bus Lane Access To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/181

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ Kennington: Poplar Grove - Proposed Amendments to Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/210
<ul style="list-style-type: none"> ▪ Witney: Avenue 2 - Proposed Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/146
<ul style="list-style-type: none"> ▪ Oxford: Mansfield Road - Proposed Waiting Restrictions in Place of Pay & Display Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/179
<ul style="list-style-type: none"> ▪ Oxford, St Thomas Street: Quaking Bridge and Wareham Bridge - Proposed Structure Weight Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2022/002
<ul style="list-style-type: none"> ▪ Crowmarsh: Stephens Field - Proposed Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2022/004
<ul style="list-style-type: none"> ▪ Long Wittenham: Didcot Road - Proposed Traffic Calming Measures To seek approval of the proposals. 	Cabinet Member for Highway Management, 2022/005
<ul style="list-style-type: none"> ▪ Wantage: Manor Road by Broadwater Place - Proposed Waiting Restrictions To seek approval of the proposals. 	Cabinet Member for Highway Management, 2022/006
<ul style="list-style-type: none"> ▪ Whitchurch on Thames - Proposed 20mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2022/007
<ul style="list-style-type: none"> ▪ Oxford: A44 Between Peartree and Wolvercote Roundabouts - Proposed 30mph Speed Limit To seek approval of the proposals. 	Cabinet Member for Highway Management, 2022/009

Topic/Decision	Portfolio/Ref
<ul style="list-style-type: none"> ▪ Oxford: Gosford & Yarnton A44 - Proposed 40mph Speed Limit and Bus Lane To seek approval of the proposals. 	Cabinet Member for Highway Management, 2022/011
<ul style="list-style-type: none"> ▪ Countywide - Proposed Use of Virtual Parking Permits in Residents Parking Scheme To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/229
<ul style="list-style-type: none"> ▪ Oxford: St Leonards Road - Proposed Exclusions for Permit Eligibility and Amendment to Waiting Restrictions and Parking Places To seek approval of the proposals. 	Cabinet Member for Highway Management, 2021/228

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